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PANAMA CANAL COMMISSION

SUPPLEMENT



QUARTER ENDED DECEMBER 31, 1999



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QUARTER ENDED DECEMBER 31, 1999

THE UNIVERSITY OF CHICAGO PRESS

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LETTER FROM THE EDITOR

On December 31, 1999, the Panama Canal Commission (PCC) ceased its operation of the Panama Canal, pursuant to the transfer of the waterway under the Panama Canal Treaty of 1977. The Commission, a U.S. corporation created for the purpose of operating and maintaining the Panama Canal during the Treaty period, is succeeded by the Panama Canal Authority (ACP). This new Panamanian entity, founded upon the same principles of dedication and vision that characterized its predecessor, is charged with continuing to administrate the waterway with the efficiency and security that have become its trademark.

The following information is intended to serve as a supplement to the Panama Canal Commission Annual Report, Fiscal Year (FY) Ended September 30, 1999. The information here presented pertains to the period of October through December 1999. These three months make up the first quarter of the FY 2000, also the Canal's final period under United States Administration. Readers are asked to consult both the Annual Report, FY 1999, and this supplement for data corresponding to the final 15 months of U.S. administration. A report on FY 2000 will be forthcoming, this time presented by the ACP and including information on activities since the transfer of the Canal to Panamanian stewardship.

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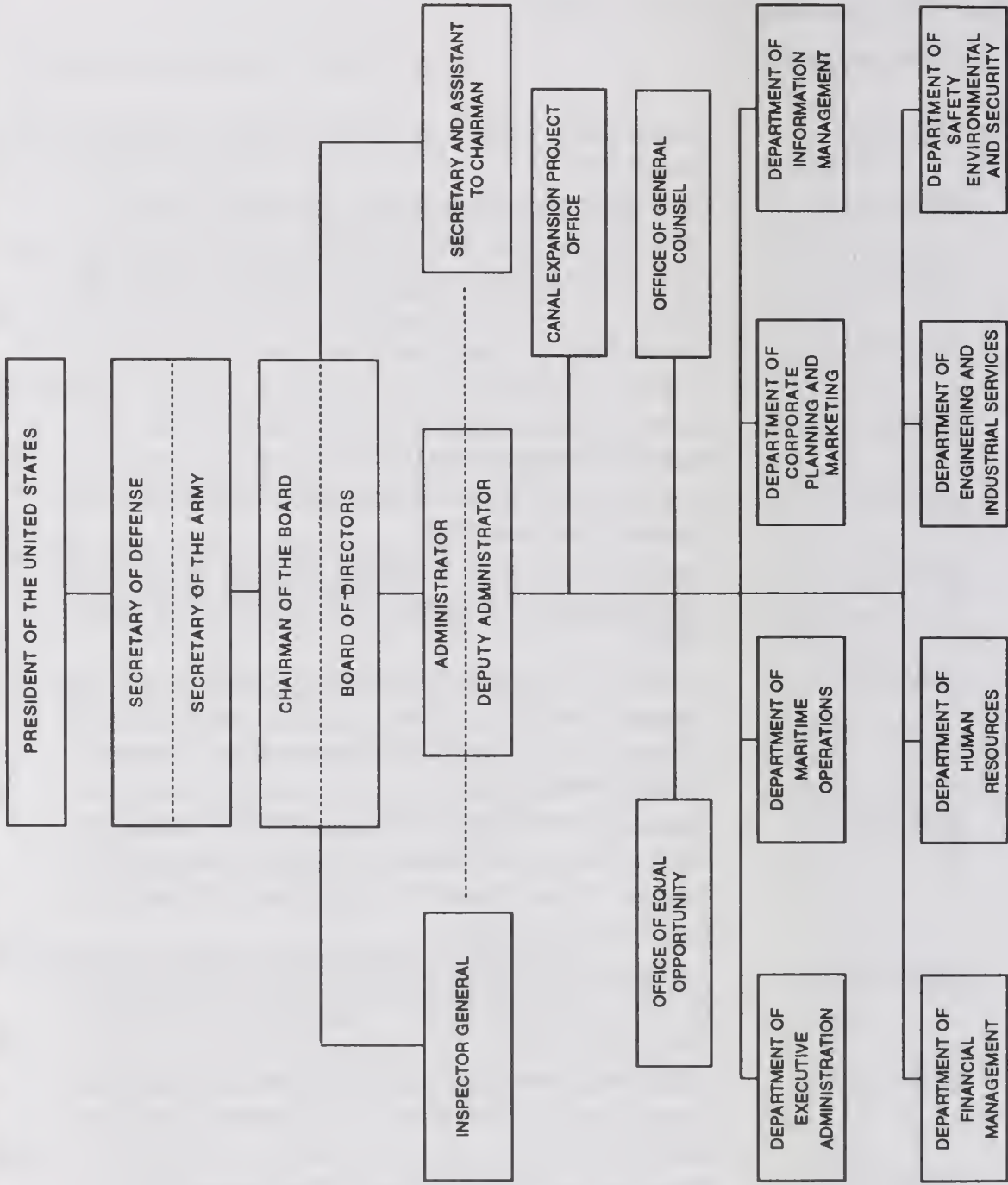
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PANAMA CANAL COMMISSION ORGANIZATIONAL CHART





Canal Administrator Alberto Aleman Zubieta, at left, and Deputy Administrator Joseph W. Cornelison pose atop Gold Hill, with the Gaillard Cut in the background. The Gaillard Cut widening is one of the most important projects to increase the capacity of the Panama Canal.



INTRODUCTION

ORGANIZATION

The Panama Canal Commission, in its pre-December 31, 1999 form,¹ was a wholly owned government corporation within the Executive Branch of the United States Government, provided for by the Panama Canal Treaty of 1977 and constituted by the Panama Canal Act of 1979, Public Law 96-70 (September 27, 1979), as amended by Public Law 104-106 (February 10, 1996), 22 U.S.C. 3611. The authority of the President of the United States with respect to the Commission was exercised through the Secretary of Defense and the Secretary of the Army. Supervising the Commission was a nine-member Board comprised of five United States nationals, appointed by the President with the advice and consent of the Senate, and four Republic of Panama nationals, proposed by the Republic of Panama for appointment by the President. Daily operation of the Canal falls under the responsibility of the Panamanian Administrator. For the remaining life of the treaty, the Deputy Administrator was a United States citizen.

The Commission was established to carry out the responsibilities of the United States with respect to the Panama Canal under the Panama Canal Treaty of 1977. In fulfillment of these obligations, the Commission was to manage, operate, and maintain the Canal, its complementary works, installations and equipment, and provide for the orderly transit of vessels through the waterway. The Commission performed these functions until the treaty terminated at noon, on December 31, 1999, at which time the Republic of Panama assumed full responsibility for the Canal.

The operation of the waterway is conducted on a self-financing basis. The Commission was expected to recover, through tolls and other revenues, all Canal operation and maintenance costs, including interest, depreciation, capital for plant replacement, expansion and improvements and payments to the Republic of Panama for public services and annuities, in accordance with paragraph 5 of Article III and paragraphs 4(a) and (b) of Article XIII, respectively, of the Panama Canal Treaty of 1977. Revenues from tolls and all other sources were deposited in the U.S. Treasury in an account known as the Panama Canal Revolving Fund. The resources in this fund were available for continuous use and served to finance Canal operation and capital programs, which were annually reviewed by Congress.

¹ - The Panama Canal Commission as a technical matter continues its legal existence for a limited time as the Panama Canal Commission Office of Transition Administration, or OTA. Its mission is to close out various legal, financial and administrative responsibilities of the United States Government that by their nature could not be completed prior to the transfer of the Canal on December 31, 1999. The OTA is not in any way concerned with the current operation of the Canal, which by Treaty is entirely the province of the Republic of Panama.

THE CANAL

The Panama Canal is a lock-type canal which runs approximately 51 miles from deep water to deep water. The minimum width of the navigable channel is 500 feet. Navigable channel depth can vary according to the amount of water available in Canal reservoirs, however, the normal permissible transit draft is 39 feet 6 inches tropical fresh water.

Vessels transiting the Canal are raised a total of 85 feet in three steps to the level of Gatun Lake, the principal source of Canal water, then lowered to sea level again in three steps. The three sets of Canal locks are paired so as to permit simultaneous lockage of two vessels in the same or opposite directions.

The Panama Canal has been serving world trade since its official opening on August 15, 1914.

MEASUREMENT RULES AND TOLL RATES

On October 1, 1994, a new system of vessel measurement rules was implemented in order to establish tonnage for Panama Canal tolls assessment. These rules established the Panama Canal Universal Measurement System (PC/UMS) Net Ton in lieu of the previous Panama Canal Net Ton. The change was made to render the Panama Canal measurement system comparable to that established by the 1969 International Convention on Tonnage Measurement of Ships. Under PC/UMS, a mathematical formula is applied to the total volume established to produce tonnage and hence, revenue, both of which in the aggregate are equal to those produced under the previous vessel measurement system. Practically all vessels that transited prior to October 1, 1994, retain the Panama Canal tonnage value computed under the previous system.

The Commission Board of Directors approved toll increases of 8.2 percent, effective January 1, 1997, and of 7.5 percent, effective January 1, 1998. In addition, effective July 1, 1997, the rules of admeasurement were amended to permit the assessment of tolls for the on-deck container capacity of transiting vessels. The toll rates are as follows: (a) on merchant vessels, Army and Navy transports, hospital ships, and yachts, when carrying passengers or cargo, \$2.57 per PC/UMS Net Ton; (b) on such vessels in ballast, without passengers or cargo, \$2.04 per PC/UMS Net Ton and (c) on other floating craft, \$1.43 per Ton of Displacement. A flat fee implemented on June 1, 1998, affects small vessels as follows: vessels up to 50 feet in length are subject to a flat fee of \$500; vessels from 50 to 80 feet in length are assessed tolls of \$750; vessels from 80 to 100 feet in length are assessed tolls of \$1,000; and vessels over 100 feet in length or up to 583 PC/UMS net tons if laden, 735 PC/UMS net tons if ballast, or 1,048 displacement

tons, are assessed tolls of \$1,500. By treaty, Colombia must be provided with free transit through the Canal for its troops, war materials and warships.

BOARD OF DIRECTORS

First Quarter of Fiscal Year 2000

United States	Republic of Panama
The Honorable LOUIS B. CALDERA	His Excellency JORGE E. RITTER
<i>Chairman, Board of Directors</i>	<i>Vice Chairman, Board of Directors</i>
<i>Secretary of the Army</i>	<i>Panama, Republic of Panama</i>
<i>Washington, D. C.</i>	
The Honorable MARKOS K. MARINAKIS	The Honorable FERNANDO CARDOZE
<i>New York, New York</i>	<i>Panama, Republic of Panama</i>
The Honorable ALBERT N. NAHMAD	The Honorable EMANUEL
<i>Coconut Grove, Florida</i>	GONZALEZ-REVILLA
<i>Panama, Republic of Panama</i>	
The Honorable CLIFFORD B. O'HARA	The Honorable MOISES D. MIZRACHI
<i>Greenwich, Connecticut</i>	<i>Panama, Republic of Panama</i>

OFFICIALS IN THE REPUBLIC OF PANAMA

<i>Administrator</i>	Honorable ALBERTO ALEMAN Z.
<i>Deputy Administrator</i>	Honorable JOSEPH W. CORNELISON

OFFICIALS IN WASHINGTON, D. C.

<i>Assistant to the Chairman and Secretary</i>	WILLIAM J. CONNOLLY
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Following the June 11, 1997 signing of the organic law for the establishment and regulation of the Panama Canal Authority (ACP), the Panama Canal Commission successor upon treaty end, former Panamanian President Ernesto Perez Balladares appointed the following individuals to serve on the first ACP board of directors: Messrs. Fernando Cardoze, Emanuel Gonzalez-Revilla, Moises D. Mizrachi, Adolfo Ahumada, Eloy Alfaro, Luis Anderson, Samuel Lewis Navarro, Raul Montenegro V. and Roberto Roy. In September 1999, current Panamanian President Mireya Moscoso appointed Ricardo A. Martinelli as ACP Board Chairman and Minister for Canal Affairs.

Chapter I

CANAL TRAFFIC

CANAL TRAFFIC

With this historic year, the Panama Canal completes 85 years under United States administration. The following report refers to the first quarter of fiscal year (FY) 2000, that is, October, November and December 1999, also the final three months of Panama Canal operation under the U.S. federal corporation known as the Panama Canal Commission.

During the first quarter of FY 2000, most major elements of Canal traffic were below levels reported in the first quarter of FY 1999. The period of October through December 1999 was characterized by a surge in petroleum prices, following the March 1999 OPEC commitment to sustain production cuts. High energy prices resulted in increasing transportation costs, including freight rates, which to a certain degree affected cargo movements through the Panama Canal. The United States, the main origin and destination of cargo through the waterway, registered a growth of four percent during the first three months of FY 2000, while expectations for economic improvement in Japan increased. Despite a good performance on the part of these two countries, both of which dominate commercial routes through the Canal, cargo movements during the first quarter of FY 2000 were weak compared to the corresponding period for the previous year.

Tolls revenue fell 3.7 percent in the first quarter of FY 2000 to \$144.6 million, compared to \$150.1 million recorded in the corresponding quarter of FY 1999. The result was in part, due to the declining transits of dry bulk carriers, general cargo carriers, and reefers. Total PC/UMS net tons decreased 3.3 percent to 57.9 million tons relative to 60 million tons in the corresponding quarter of FY 1999, however, the average PC/UMS net tonnage per oceangoing commercial vessel rose 5.3 percent to 18,829 tons. Transit for vessels with beams 30.5 meters (100 feet) and larger decreased 1.2 percent to 1,109 or 35.8 percent of total oceangoing transits, compared to 1,123 and 33.4 percent in the first quarter of FY 1999.

Oceangoing transits totaled 3,095 or 33.6 daily, down 8.1 percent from 3,366 or 36.6 per day in the first quarter of FY 1999. Transits by oceangoing commercial vessels totaled 3,075, increasing slightly 0.6 percent from the 3,325 reached in FY 1999. Of that total, oceangoing transits by U.S. Government owned or

operated vessels totaled 18 compared to 35 in FY 1999, while oceangoing toll-free vessels accounted for 2 compared to 6 registered the prior FY.

Oceangoing commercial cargo tonnage fell 7.9 percent to 48.1 million long tons relative to the 52.3 million long tons registered during first quarter FY 1999. Key commodities showing increases included containerized cargo, chemicals and petrochemicals, refrigerated products and automobiles. In contrast, cargo declines were registered in grains, petroleum and petroleum products, phosphates, coal, ores and metals, lumber and lumber products, and manufactures of iron and steel. A summary of the key elements of Canal traffic and tolls revenue during the first quarter of FYs 1999 and 2000 is shown in the table below, followed by a more detailed description of cargo movements by trade route.

COMPARATIVE HIGHLIGHTS OF OPERATIONS

	<i>First Quarter Fiscal Year 2000</i>	<i>First Quarter Fiscal Year 1999</i>
Oceangoing Transits:		
Commercial	3,075	3,325
U.S. Government	18	35
Free	2	6
Total	<u>3,095</u>	<u>3,366</u>
Daily Average	33 .6	36 .1
Small Transits:		
Commercial	135	145
U.S. Government	51	5
Free	<u>7</u>	<u>6</u>
Total	<u>147</u>	<u>166</u>
Total Cargo:		
Commercial	48,128,681	52,276,053
U.S. Government	0	47,516
Free	<u>0</u>	<u>0</u>
Total	<u>48,128,681</u>	<u>52,323,569</u>
Total PC/UMS Net Tons and Reconstructed		
Displacement Tonnage	57,859,199	59,858,091
Transit Revenue:		
Commercial Tolls	\$144,534,788	\$149,018,491
U.S. Government Tolls	<u>\$85,318</u>	<u>\$1,126,075</u>
Tolls Revenue	<u>\$144,620,106</u>	<u>\$150,144,566</u>
Harbor Pilotage, Tug, Launch and Other Services*	<u>\$31,915,928</u>	<u>\$35,304,648</u>
Total Transit Revenue	<u>\$176,536,034</u>	<u>\$185,449,214</u>

*includes booking fees

COMMODITIES AND TRADE ROUTES

During the first quarter of FY 2000, cargo movements of grains dropped 23 percent to 13.8 million long tons. The level of cargo during the period, although inferior to the amount registered in 1999, remained close to the five-year average. Tonnage for corn, the main commodity within the grains category, decreased 1.7 million long tons as a result of weaker shipments from the East Coast United States with destination to Japan. According to official sources, bumper crops from previous years allowed China to increase export levels to Asia, which in turn affected the corn flow from the United States to Asia through the Canal. Cargo tonnage of soybeans fell by 674,000 long tons during the quarter, due partially to increased competition from Australian and Brazilian suppliers. Similarly, wheat shipments registered a fall of 516 billion tons because of shifting routes carrying shipments of humanitarian aid from the West Coast United States to Egypt through Texas.

Container loads transiting the Canal rose 7.7 percent to 7.9 million long tons during the first quarter of FY 2000, compared to 7.3 million long tons in the corresponding period of FY 1999. Container trade between Asia and the East Coast of the United States, sharing about the 40 percent of the total container flows through the Canal continued as the major trade route of this commodity. Other important container trade routes include: The West Coast United States – Europe, rising 9.6 percent to 912,000 long tons; the West Coast South America – East Coast United States, rising 9.8 percent to 751,000 long tons; compared with the tonnage recorded during the same period in FY 1999. The excellent performance of container load transit through the Canal resulted primarily from the upturn in Asian economies, coupled with a strong economic performance on the part of the United States.

The transport of crude oil or petroleum through the Canal declined 12.2 percent to 2 million long tons during the first quarter of the FY 2000 compared to 2.3 million long tons in the corresponding period of the previous year. Principal trade routes with lower-than-average performance were East Coast South America – West Coast United States, West Coast South America – West Indies/South America Intercoastal, and East Coast South America – West Coast Central America. In the short term, the Canal crude trade's weak performance reflected OPEC member agreements to keep the supply at low levels, along with a trend in rising prices. The plans being to keep the world crude oil stock at low levels during the low demand season. Venezuela, a major petroleum exporter in Canal routes, has made a commitment to comply with its annual production quota of 2.7 million barrels per day. During the week ending November 26, 1999, the United States reduced its refinery capacity to 86 percent from the previous 91 percent level.

Petroleum products shipments through the Panama Canal declined 11 percent, totaling 4.2 million long tons. Declines in gasoline transport through the Canal were due, in part, to an absence of shipments between the Pacific and Atlantic coasts of Colombia in comparison with the previous period; the ship-

ments were possibly replaced by other means of transportation within that country. Similarly, shipments of petroleum coke decreased as a result of weaker cargo registered in the West Coast United States – Europe route.

Coal and coke shipped through the Canal slipped 15.1 percent to 2.2 million long tons during the first quarter of FY 2000 from the 2.6 million long tons recorded during the corresponding period last year. Excluding the coal and coke traded between Asia and both East Coast United States and South America Intercoastal, all other important trade routes for this commodity group dropped. A sharp decline was observed in the West Coast Canada – Europe route, which dropped 33.9 percent to 774,000 long tons from 1.2 million long tons registered during the first quarter of the FY 1999. Competition from other sources of coal for power generation, such as Colombian coal, explained in part the decline of this trade route. On the other hand, coal and coke traded in the East Coast United States – Asia route was down 71.1 percent to 116,000 long tons, from the 400,000 long tons in the first quarter of FY 1999. The availability of cheaper sources of coal such as Australia in comparison to the United States explained in part the decline of the coal flows in this route. Coal and coke in the Asia – East Coast United States route rose 21.1 percent to 814,000 long tons during the first quarter of FY 2000, compared with 673,000 long tons in the same period last year. The improvement of the coal trade in this route, especially metallurgic coal used as input in the processing of iron and steel manufactures, was favored by the U.S. economy's strong performance.

The Canal cargo flow of iron and steel manufactures for the first three months of the FY 2000 recorded a decline close to 16 percent with respect to the corresponding period last year. During the period of the FY 2000, 3.1 million long tons were transported while during the corresponding period of FY 1999, 3.7 million long tons were moved. The types of manufactures most affected within this category were those of iron and steel plates, sheets and coils, with a decrease of 297,100 long tons. This represents close to 50.9 percent of the cargo decline.

Despite the weakening cargo for iron and steel manufactures reported during the first three months of FY 2000, an improvement was observed in December with cargo increasing 9 percent. The latter is indicative of a stabilization in cargo levels, after an apparent reduction of worldwide inventories that were accumulated at very low prices and in large quantities because of the excess supply from Asia in 1998. The cargo flows of iron and steel manufactures originating from Asia, for the first three months of FY 2000, totaled 1.4 million long tons, all of which represented about 42.3 percent of the total for this type of merchandise. During this period, 951,100 long tons were shipped to the U.S. East Coast, that is, about 70.1 percent of the tonnage coming from Asia. These 951,100 long tons represented 31 percent of the total tonnage of this type of merchandise passing through the Canal.

Lumber and lumber products transported through the Canal declined 3 percent to 2.3 million long tons in the first quarter of FY 2000, compared to the 2.4 million long tons observed during the corresponding period for the previous year.

The Canal pulpwood trade slipped 20.5 percent to 760,000 long tons from the 956,000 long tons in the first quarter of the FY 1999, 32.3 percent total tonnage of the lumber and product group in the first quarter of FY 2000, but a drop from the 39.4 percent recorded in the previous year. Lumber products, excluding pulpwood, were up 8.3 percent to 1.6 million long tons in the first quarter of FY 2000 compared to 1.5 million long tons in the previous year. The major Canal trade route for lumber and lumber products was the East Coast United States – Asia route, accounting for approximately 66 percent of the total tonnage of the groups. For pulpwood, the West Coast Canada – Europe route was the major Canal trade route. In general, this trade continues to decline as a result of forest preservation measures in most countries.

Cargo tonnage for the movement of chemicals and petrochemicals through the Canal registered a record for the first quarter of FY 2000, with 3.3 million long tons—an increase of 36.9 percent compared to last year. This group of products includes caustic soda, benzene, toluene, and other inputs used in various industrial processes. The most important route for this trade is the East Coast United States to Asia with 58.2 percent share of total cargo. The economic recovery of Asian countries has been an important factor in the expansion of this trade.

The movement of phosphates and fertilizers continues to indicate the declining trend that has prevailed for over a year. A total of 2.4 million long tons were registered for these commodities, representing a decline of 29.1 percent compared to the first quarter of FY 1999. Shipments of phosphates from the East Coast United States to China show the most significant declines. Phosphate rock, which has been the traditional product moved through the Canal, has been substituted by more finished products such as phosphoric acid, ammonium phosphate and triple super phosphate. These products can also be provided from alternative producing areas that bypass the Canal, such as Morocco, which accounts for approximately 38 percent of world phosphoric acid exports.

Reefer products performed well during the first quarter of the FY 2000, rising 10 percent to 1.6 million long tons compared to the 1.5 million long tons registered during the corresponding period of the previous year. The banana trade rose 15.3 percent to 527,000 long tons during the period and, occupying approximately 33 percent of the reefer group, became the main commodity of this trade. The banana trade principal route includes West Coast South America—primarily Ecuador—and Europe. Nearly 77 percent of the bananas shipped through the Canal during this period are moved through this route. The banana trade improved during the period as banana plantations recovered from the El Niño weather phenomenon and low prices were observed in major international banana markets.

Automobile, truck, accessories and parts shipments for the first quarter of FY 2000 showed great dynamism, moving up 41 percent, that is, 616,300 long tons compared to 438,500 tons recorded in the same period of FY 1999. Of the 616,300 long tons of autos, trucks, accessories and parts that transited the Canal during the first three months of the FY, close to 96.4 percent represented automobiles and

trucks, that is, 594,200 long tons. The strong growth for automobiles during this period corresponded to a seasonal demand generated by the car manufacturers usual supply of new vehicle models for the incoming year and, in this special case, for the new millennium. The route with the largest concentration of trade for this category was the Asia/U.S. East Coast route, generating 52.2 percent of total cargo. About 16.2 percent represented the U.S. East Coast to Oceania route and about 12 percent represented the Europe to U.S. West Coast route.

The Canal cargo flow for ores and metals declined nearly 18 percent, decreasing from 2.7 million long tons to 2.2 million tons during the first three months of FY 2000, compared to the corresponding period for FY 1999. The decline of the category as a whole was mainly a result of declining shipments of the ores sub-category. The ores sub-category decreased approximately 30 percent from 1.6 million long tons posted during the first quarter of FY 1999 to 1.18 million long tons registered during the same time period in FY 2000. Total cargo tonnage going to the U.S. East Coast declined 30 percent from 642,000 long tons to 446,000 tons. Ores destined to Europe dropped 31 percent from 448,000 long tons to 311,000 tons and ores destined to the East Coast of Canada fell 57 percent from 185,000 long tons to 79,000 long tons.



Panamanian President Mireya Moscoso proudly displays the Panama Canal transfer document at the December 31, 1999, ceremony on the steps of the Panama Canal Administration Building. On her left are the Panamanian Minister of Foreign Relations, Jose Miguel Aleman and the Chairman of the Canal Board of Directors and Minister for Canal Affairs Ricardo Martinelli. On her right are U.S. Ambassador to Panama Simon Ferro and Secretary of the Army Louis Caldera.

Chapter II

CANAL OPERATIONS

TRANSIT OPERATIONS

The Canal registered a total of 3,095 oceangoing transits during the first quarter of fiscal year (FY) 2000 (October, November and December 1999).

The following table summarizes the transits of large oceangoing vessels (by beam and length) during the last ten fiscal years and the first quarter of fiscal year 2000.

<i>Fiscal Year</i>	<i>Vessels of 182.9 meter (600ft) length & over</i>	<i>Percent of total oceangoing transits</i>	<i>Vessels of 24.4 meter (80ft) beam & over</i>	<i>Percent of total oceangoing transits</i>
2000 (<i>First Quarter</i>)	1230	37.9	1844	56.9
1999	4906	34.2	7348	51.3
1998	4630	35.6	7189	55.2
1997	4606	35.0	6916	52.5
1996	4948	36.1	7265	52.9
1995	4552	33.4	6668	48.9
1994	4066	32.6	5892	47.2
1993	4027	32.9	5568	45.4
1992	3982	31.5	5695	45.1
1991	4008	31.4	5825	45.6
1990	3772	31.3	5545	46.0

Fog restrictions: Gaillard Cut registered a total of 26 days of fog restrictions during the first quarter of FY 2000.

Enhanced Vessel Traffic Management System (EVTMS): The EVTMS project entered its implementation phase on December 20th 1999, after three weeks of parallel operation with the MTCS system. At the end of the year, the project was pending certain tasks from the first phase, including the improvement of response time and the addition of the new Pilot Contract to the new system.

With the implementation of the EVTMS system the following objectives were accomplished:

- Eliminate Y2K glitch risk
- Modernize mainframe
- Provide internet communication, primarily for customers (only one way, initially)
- Unify databank
- Create platform for additional, high investment return applications

The following proposed additional improvements were under review at the end of the year:

- Increased dynamic maintenance of vessel schedule
- Automatic collection of "ship event reports" (SERs)
- Minimization of the portable CTAN equipment
- Integration of the Universal Automatic Identification System (UAIS)
- Programming of transits "JIT" (Just-in-Time)
- "Data Warehouse" / "Decision Support System"
- Migration to new WEB Technology

Canal Traffic and Navigation System (CTAN): The original version, designed by the Volpe Transportation Center, was set for full deployment on January 30th, 2000. Implementation of the Pilot Contract, agreed upon for full deployment of the portable pilot carry-on units, was scheduled for the same date. Previously, permanently mounted units were installed on all Floating Equipment. A total of 55 permanent installations were completed and 37 more units were built for installation in additional equipment.

TRANSIT RESOURCES DIVISION

The following table summarizes tug jobs performed during the last three years and the first quarter of FY 2000.

	<i>Fiscal Year 1997</i>	<i>Fiscal Year 1998</i>	<i>Fiscal Year 1999</i>	<i>First Quarter Fiscal Year 2000</i>
Tug Jobs:				
Balboa SD	33,299	36,351	36,587	8,665
Cristobal ND	16,035	16,719	18,021	9,757
Total	49,334	53,070	54,608	13,422
Tug Operating Hours	78,817	91,410	94,695	22,676
Linehandling Jobs				
Balboa SD	208,613	212,173	214,014	45,925
Cristobal ND	205,577	206,456	200,455	43,722
Total	414,190	418,887	414,469	89,647

Water Bus: The water bus service provided transportation for 1347 passengers and carried out 390 trips during the first quarter of FY 2000.

Jason Cradle: The installation of the Jason Cradle man-over-board system initiated in FY 1998, was completed on all 28 pilot/passenger launches and on 18 of the 20 tugboats in FY 1999. By March 2000, installation of the cradle in remaining tugboats was due for completion. Tugboat and launch crew training material has already been prepared and the cradle has been used successfully on several occasions.

Spectra Line (for tugboats): The “Spectra 12” line was successfully tested on a tugboat before its use was adopted, and 18 of the 20 tugboats had the line installed by December 1999. The line was selected over the formerly used polyester lines because of its one-third lower weight, in addition to greater strength, smaller diameter and lower elasticity. Experiments with the use of this line produced a decrease in back complaints. The fact that the spectra line does not stretch as much as the polyester makes it safer to use if the line parts. The adoption of this line is also associated with the reduction of one out of three seamen, on 18 of the 20 tugboats. The configurations of two of the tugboats require three seamen; nevertheless, they will later be equipped with the line. The cost of the “Spectra 12” coils line is \$8,291 (350 feet) versus \$5,871 (600 feet) for the polyester line, however, the cost benefit analysis showed that the life cycle cost of the Spectra 12 line is less, especially when considering staffing reductions.

Launches: The fourth launch (ATUN) under the multiyear contract was awarded in November 1999 for a contract price of \$793,000.

BOARD OF LOCAL INSPECTORS

A total of 44 Marine Licenses were issued and seven Marine Accident Investigations were conducted during the first quarter of FY 2000.

<i>License</i>	<i>Fiscal Year 1999</i>	<i>First Quarter Fiscal Year 2000</i>
Motorboat Operator	160	22
Pilot	47	11
Mate, Steam & Motor Vessel	7	0
Master, Steam & Motor Vessel	14	4
Master-Mate Non-Self Propelled	8	1
Assistant Engineer	8	1
Chief Engineer	<u>26</u>	<u>5</u>
Total	270	44

USAMAA (U.S. Army Manpower and Analysis Agency): In FY 1997 – 1998 USAMAA reviewed the Commission manpower requirements and recommended adjustments in the tugboat crewing and line handling staffing. In FY 1999 and throughout the first quarter of FY 2000 the Division initiated plans to implement these staffing adjustments.

The staffing changes called a reduction from three to two seamen on 18 of the 20 tugboats, and one line handler from the stern of smaller vessel using four locomotives and six wires. This action represented a reduction of 83 positions (71 seamen and 12 line handlers). However, a freezing of positions and buyout cushioned the impact on the workforce, since no employees were terminated.

Relocation of Launch Line Handling Operations from the Balboa Port Area: Commission operating rights for the area now occupied by launch line handling operations were discontinued on December 31, 1999, as the Government of Panama granted a concession to the Panama Ports Company for the modernization, operation and expansion of the Port of Balboa.

During FY 1999 and the first quarter of FY 2000, considerable effort was put into exploring cost effective alternatives for both a permanent relocation and a temporary relocation until the permanent facilities could be built.

The former U.S. Army base just southeast of Miraflores Locks (Corozal West) was selected as the permanent location for the launch and line handling operations now located in the Port of Balboa. As the new facility is not expected to be ready until mid-2001, arrangements were made to temporarily relocate the launch facilities in Balboa (Dock 19) to the pilot landing in Diablo.

OE Studies: During FY 1999, the Office of Organizational Effectiveness (OE) initiated a study to improve the effectiveness of tugboat warehousing facilities in Diablo (Building 6004). This study, conducted in full coordination with the Divisions staff, was well received in the first quarter of FY 2000.

Also during the first quarter of FY 2000, OE initiated a study to improve the effectiveness of Maintenance Branch processes for launch maintenance.

Projects Accounting: ORACLE Projects Accounting is a database management system that accounts for resources expended at various work levels and across operational functions, with the goal of tabulating labor and material costs for work performed. By the end of the first quarter of FY 2000, despite scant human resources, the Division had made good progress in identifying elements of the Projects Accounting structure for collecting cost data against projects/tasks.

Considering the objective to become a more economically viable organization, the support the ORACLE tool provides in enabling the Division to function as a business by monitoring costs and facilitating the definition of corrective and proactive measures, is significant.

LOCKS

Cross-Under Cable Tray Replacement Project: Cross-under cable tray replacement reinitiated in October 1999, in Miraflores North, Center and South Cross-Unders. The Center Cross-Under has since then been completed, while the North and South Cross-Unders were still in progress with completion at 80 and 20 percent, respectively. Miraflores and Pedro Miguel are scheduled for completion before the 2000 yearend.

Switchgear Project: Six 480 volts switchgears—two at each lock—were replaced at six Track Transformer Rooms. The project began in October 1999 and will continue until such time as all 48 switchgears are replaced. The project also includes remodeling and repair of track transformer rooms.

Caisson No. 2, Motor Control Center Replacement: The Electrical and Industrial Division initiated this project beginning December 1999. The Division aimed to replace Motor Control Centers originally installed in 1934. The project was scheduled for completion by March 2000.

Locks Overhaul: This overhaul encompassed the reconditioning of miter gates 118 and 119 at Miraflores Locks and the repair/replacement of rising stem valves at Gatun Locks East and West sidewall culverts. Overhaul program cost was approximately \$9 million.

Intermediate miter gates 110 and 111 which were never overhauled, were removed on October 7 and 8, 1997. Gate leaves were delivered to the Industrial Division synchrolift to be reconditioned and painted for later installation in miter gates 118 and 119 in September 1998. Although installation of the gates was postponed due to the scope of the structural repairs required, ABS Marine Services was contracted to inspect and provide recommendations, and the gate leaves are now reconditioned and painted. Undocking was scheduled for early January 2000. Miter gates 118 and 119 dry chamber work was completed during the period of September 18 through October 1, 1999. During that time miter gates 118 and 119 were relocated to the intermediate gate 110 and 111 positions. Miter gates 110 and 111 were rehung in miter gates 118 and 119 location on January 7, 2000. In August 1999, at Miraflores Locks, the painting of all intermediate gates *in situ* started with miter gates 104 and 105. Rehabilitation was held during the period of August 16 through August 26, 1999, and the same continued with miter gates 106 and 107 in the West lane during the September 18 through October 1, 1999 outage. Overall cost for the project was \$93,000. For FY 2000, painting continues at Gatun Locks intermediate miter gates 9,10,17 and 18.

Miter gates 100 and 101, last overhauled in 1977, were removed on March 15, 1999 and delivered to the Industrial Division synchrolift for reconditioning and painting. The gates leaves were undocked in December 1999 to provide space at the Industrial Division synchrolift for the miter gates to be overhauled during

FY 2000. Due to delays with the Caisson repairs, miter gates 100 and 101 dry chamber work and rehanging at Miraflores Locks were postponed till July 2000.

At Gatun Locks, the east and west sidewall rising stem valves were repaired and replaced as necessary and repairs to the concrete culvert structures were performed. The east sidewall culvert outage was held from May 3 through May 18 while that of the west sidewall was held from June 7 through June 22, 1999. The work was based on a comprehensive inspection of Gatun Locks underwater equipment the previous year. During FY 2000, Gatun Locks centerwall culvert is receiving similar repairs on rising stem valves in addition to replacement of the final ten cylindrical valves for a total of forty replaced in the middle and lower levels.

Structural repairs and painting of Caisson No. 2 at Balboa Dry Dock and Industrial Division were also completed this FY at an overhaul cost of approximately \$3.5 million. Work performed included internal framing replacement, rivet and hull repair, painting of bilge, operating deck and exterior below waterline, and stability test by ABS Marine Service. Replacement of the electrical switchgear was also initiated.

The first phase of the three-year replacement bulkheads project was awarded in FY 1999 for 603 K. This phase included the replacement of twelve intake and discharge centerwall bulkheads for delivery by March, 2000 and scheduled for use at Gatun Locks centerwall culvert by April 2000.

New Locomotives Project: After the receipt of 8 prototypes in August, 1999, the operations trial period commenced with day shift work on November 10. The trial period was scheduled for completion by May of 2000. Upon acceptance of the prototypes, the Division was to reach an agreement on required modifications to production units in order for the Panama Canal Authority to then authorize the manufacture of 18 additional units.

Return Track Rehabilitation: Work carried out included the replacement of 700 ft of return track slab at Gatun locks, lower level centerwall, initiated in October 1999, and scheduled for completion by the end of January 2000. The replacement of 700 ft of return track slab at Gatun locks, lower level west sidewall, began in December 1999 and was completed by the end of March 2000.

Emergency & Contingency Division: The Emergency and Contingency Management Division and the Fire Department of the Republic of Panama, in accordance with the Panama Canal Treaty of 1977, is responsible for providing fire protection (fire fighting, rescue, handling of hazardous materials) in Canal operating areas, defense sites, and civilian/military areas of coordination, as well as shipboard fire fighting on all vessels in Canal area waters. Fire and emergency responses for the period October – December 1999 amounted to 1,220.

The hazardous cargo stand-by program, which provides for Emergency and Contingency Management Division personnel at the locks, continued during this period as a marine safety measure. Emergency personnel kept foam apparatuses

on stand-by for vessels with cargos designated as inherently dangerous by the Marine Bureau. The critical period of transit for said vessels is upon entering the locks. Fire stand-bys at the locks totaled 924 for the period of October – December 1999.

Responses to marine-related emergencies involving hazardous materials/incidents totaled only one for the period of October – December 1999, while land based hazardous material incident responses totaled three. There were a total of seven fires during the period of October – December 1999: three ship fires and four non-ship fires. There were also two false alarms and 183 responses to ambulance service. Marine medical-related emergencies administered by fire apparatuses and fire personnel amounted to 36.

Additional emergencies during the period of October – December 1999, amounted to 63 as follows: 45 activated alarms; 10 motor vehicle accidents; two electrical malfunctions; and six helicopter stand-bys.

The Emergency and Contingency Management Division also responded to one bomb threat during the period of October – December, 1999.

MAJOR MAINTENANCE AND CANAL IMPROVEMENTS

Planned maintenance, scheduled overhauls, and general improvements to the Canal and appurtenant structures during the first quarter of FY 2000 were all completed according to schedule. The various divisions and units of the Department of Engineering and Industrial Services were responsible for overall physical maintenance and improvement of the waterway.

GAILLARD CUT WIDENING AND DREDGING

The accelerated Gaillard Cut Widening Program continues on schedule and will be completed by December 2002. Of the 23 million bank cubic meters (bcm) total dry excavation programmed, 21 million bcm, or 91 percent, was completed at the time of writing. The two-dredge operation program—Dipper Dredge *Rialto M. Christensen* and Cutter Suction Dredge *Mindi*—along with the land excavator Liebherr and the hydraulic clamshell bucket on tracked crane (*King Crab*) continue the wet excavation. The Clamshell operation began work on double shifts on November 18, 1999. In an effort to support Clamshell operations, two new Caterpillar 773D Off-Road Hauling Trucks, each with 34-cubic meter capacity, were added to the Land Dredge. The contract for the purchase of the trucks included 12 months maintenance at a total cost of \$1,099,880.00, with a buy-back option for \$609,150.00 upon completion of the 12-month period. Operations with the new trucks began on October 13, 1999. Of the 11 million bcm total wet excavation programmed, eight million bcm—or 73 percent—has been completed. Other levels of completion, at the time of writing, are as follows: subaqueous drilling and blasting, 94.2 percent; land drilling and blasting, 89.4 percent; overall drilling and blasting operations, 91.8 percent; entire Gaillard Cut project, 83 percent.

Table 1. STATUS OF GAILLARD CUT WIDENING PROGRAM – FIRST QUARTER Fiscal Year 2000

Sector		Dry Excavation		Drilling/Blasting			Wet Excavation		
		Excavated Volume m ³ x 10 ³	Percent complete	Land-Based	Marine-Based	Percent complete	Land-Based	Marine-Based	Percent complete
CWP No.	Name			Blasted Volume m ³ x 10 ³	Blasted Volume m ³ x 10 ³	Percent complete	Excavated Volume m ³ x 10 ³	Excavated Volume m ³ x 10 ³	
1	Mandinga	170	100	136	73	100	0	333	100
2	Obispo	297	100	215	116	100	0	302	100
3	Elliot	283	100	159	85	100	0	267	100
4	Eduardo	124	100	215	116	100	0	344	100
5	Tres Pesos	360	100	181	98	100	0	508	100
6	Borinquen	345	100	226	122	100	0	304	100
7	Las Cascadas	3,480	100	1,560	145	100	0	1,527	100
8	North La Pita	630	100	292	66	100	56	171	100
9	South La Pita	561	100	492	35	100	153	226	100
10	Central La Pita	3,097	100	860	128	100	487	639	100
11	Summit	1,626	100	440	59	100	234	45	18
12	Empire	2,795	100	1,235	100	100	363	545	50
13	Hodges	2,209	100	627	84	100	81	481	0
14	Gold Hill	1,481	100	152	62	100	0	21	6
15	Contractor	1,841	100	643	50	100	123	330	0
16	Escobar	1,064	100	1,236	201	100	277	928	79
17	Cartagena	2,300	0	748	61	0	251	428	0
18	Tie-up Station	65	0	277	33	0	93	38	0
	Total Complete	20,363	91	8,669	1,540	89	1,774	6,198	70

LANDSLIDE CONTROL AND DAM SAFETY PROGRAMS

Drainage and Stabilization Projects: During the first quarter of this fiscal year, a slide began developing on the West Bank at West Lirio, between stations 57K+516 and 58K+053. This slide was very likely a reactivation of the Old Lirio Slide, with a lateral extension toward the south. The Old Lirio Slide first developed in 1912 and enlarged in 1913. Intermittent movement occurred until 1932 and then ceased until FY 2000. Stabilization work was put under design. As movements at Model Slope were also detected, three horizontal drains with average lengths of 214 meters (700 ft.) were installed to decrease the phreatic level and improve area stability and safety.

Site Investigation: The Geotechnical Branch prepared a geological map of La Pita Sector, covering Cut Widening Projects 8, 9 and 10.

MAINTENANCE SUPPORT

Maintenance Division activities during the first quarter of FY 2000 included the following:

1. Filling of area behind Morgan's Gardens, facilitating entry of core sampler equipment so geological samples could be taken. The samples were to be used in analyses for the construction of a road joining Corozal West and the Miraflores Locks area.
2. Maintenance work on Cerro Pelado Road.
3. Repairs to the dike area for fuel/oil pollution control in Gamboa.
4. Removal and reinstallation of all knuckle-type fenders in the Locks Division for the USS New Jersey Transit.
5. Turning of Miraflores Generating Station No. 4 generator for core replacement by contractor.
6. Sheet metal repairs to locks locomotives No.s 54 and 81.
7. Construction of transformer pedestals and viaduct for electrical cables for the new Balboa Apprentice School.
8. Construction of viaducts so electrical cables could cross underground, near Paraiso Tie-Up Station, and avoid interference with contractor performing excavation project at Cartagena.
9. Commencement of sedimentation basin resurfacing at Mount Hope Water Filtration Plant.
10. Commencement of repair and improvements of geotechnical information points at Gatun Earth Dams.
11. Participation in activities related to the Canal transfer ceremony.

LOCKS

Miter Gate and Other Locks Projects: Miter gates work performed and or contracted by the Industrial Division included the following: continuation of repair work on miter gates 100, 101, 118 and 119; bridge gate rollers; windlasses manifold (14 ea.); refurbishment of fair lead tubes; safety wheel ring; refurbishment of windlass bearing; traction unit shaft covers; and refurbishment of transaction unit base.

FLOATING EQUIPMENT

Tug maintenance: The Industrial Division offices in Mount Hope and at Dock 45 in Gatun Lake provide maintenance and repair services for the Commission tug fleet. During this quarter, work included major overhauls at Unidad (continuation) and Lider. Emergency repairs performed included damaged keel coolers on *Guia* and *Haynes*, a damaged starboard clutch on *Paz* and a damaged propeller on the *Schley*.

Maintenance for Dredges, Cranes, and Related Equipment: Work on dredges and related equipment involved the manufacture of ten 50-foot long and ten 100-foot long discharge pipes, along with major overhauls of tugs Gorgona and Chagres. On the PCC barge fleet and crane boat, the Industrial Division performed and/or contracted emergency repairs to barge 832 and the major overhaul of fuel barge 104.

Launch Maintenance: During this quarter, the Industrial Division overhauled four launches. Two launches were repaired due to emergencies.

Marine Accident Damage Inspection: The division carried out seven damage inspections due to marine accidents and reviewed two marine claims for General Counsel.

Commercial Projects: During the first quarter of FY 2000, the Industrial Division performed an ultrasonic test at Braswell Dry Dock and manufactured a shaft for Dragados Nacionales.



Panamanian President Mireya Moscoso, former U.S. President Jimmy Carter, the King of Spain Juan Carlos I, and presidents Miguel Angel Rodriguez of Costa Rica, Andres Pastrana of Colombia, Ernesto Zedillo of Mexico, Hugo Banzer of Bolivia and Carlos Flores of Honduras wave from atop a locks locomotive during the symbolic event for the transfer of the Canal to Panama. This ceremony was held on December 14, 1999, at Miraflores Locks.



Chapter III

SUPPORTING OPERATIONS

Units supporting the Panama Canal have always provided essential services for the operation and maintenance of the waterway and its facilities. These include logistical and transportation services, environmental management, sanitation and grounds management, public utilities, security, and health and safety services.

LOGISTICAL SERVICES

The Contracting Division, Department of Financial Management, acquired \$24,102,178.84 in supplies, equipment, materials, civil works, architect and engineering, advisory, and assistance services during the first quarter of fiscal year (FY) 2000. Acquisitions from Panamanian firms included: \$748,379.00 to relocate Maintenance Division, \$642,592.50 for ready-mixed concrete and \$697,884.00 for bus transportation. Major contracting obligations included: \$1,725,865.00 for removal of unexploded ordnance in former range, \$802,000.00 for pilot line handler launch, \$748,379.00 to relocate Maintenance Division from Balboa, \$697,884.00 for bus transportation, \$642,592.50 for ready-mixed concrete, \$577,562.16 for ready-mixed concrete for Locks Division, and \$524,520.00 for metal clad switchgear.

The Inventory Management Branch of the Operations Support Division, Department of Maritime Operations, issued approximately \$5,761,818.74 in inventory items for Commission use. A total of \$6,477,352.77 was obligated for new inventory purchases during the first quarter of FY 2000. A total inventory of 28,231 line items, worth \$24,508,849.89 was in stock on December 31, 1999.

This quarter, the Investment, Reutilization and Recovery Unit completed cost-free transfers of excess equipment with a fair market value of \$12,000.00 to other U.S. Government agencies. Sales to the Government of Panama totaled \$19,041.00 while sales to others totaled \$14,563.00.

The Logistics Assistance Unit in New Orleans expedited urgent purchases and coordinated all Commission cargo shipments from the United States to Panama. A total of 2,139 measurement tons of containerized and break-bulk cargo were shipped from Louisiana ports to Panama during the first quarter of FY 2000.

MOTOR TRANSPORTATION

The Mobile Equipment Maintenance Branch maintained a consolidated motor pool of 977 vehicles and special equipment designed to meet Commission vehicular transportation requirements. The vehicle fleet in FY 1999 and the first quarter of FY 2000 included 660 trucks of various types, 141 passenger-carrying vehicles, 47 special equipment vehicles, 49 special vehicles, 64 forklift trucks and 16 sweeper machines from the Warehousing Branch. In addition, the Mobile Equipment Maintenance Branch serviced 181 pieces of equipment not included in the consolidated vehicle and equipment motor pool. Of this total, 60 pieces of equipment came from the Sanitation and Entomology Branch, 83 from the Locks Division and 38 from the Locks Track Maintenance Unit. Fleet mileage was at 1,304,688 at the end of this quarter.

Fully equipped shops including light- and heavy-duty repair shops, specialized transmission, diesel and machine shops, and the fork-truck repair shop, provided facilities for overhauls and general repairs to fleet vehicles and the equipment of other Commission units. With the consolidation of shops in the Southern District, there was a reduction in manpower. At the end of this quarter, the Transportation Operations Branch was staffed with a total of 187 motor vehicle operators in both districts, and managed a motor pool of 284 vehicles, consisting of 123 general pool, 71 replacement and 90 special purpose vehicles and equipment. This section performed an average of 4,429 monthly transportation trips during the first quarter of FY 2000 for services ranging from transisthmian pilot trips to heavy equipment operation.

LAND AND FACILITIES MANAGEMENT

The Real Estate Management Division provides focused master planning and management oversight for Panama Canal lands and facilities use, and served until December 31, 1999 as the primary agency for the exchange of information between the Government of Panama, U.S. Forces, and private entities, with respect to long-term real estate and land use programs.

The Master Planning Unit completed the master plan for the Corozal West facilities which were transferred from U.S. Forces to the Panama Canal Commission on December 6, 1999. The transfer included 522,969.23 square meters of land and 106 buildings, most of which were warehouses, industrial shops and office buildings (to include sheds, guard booths, latrines, and other obsolete buildings).

Implementation of the master plan for buildings renovations began in December 1999. The first phase consisted of minor modifications to buildings where activities then housed in the Panama Ports Company and the Panama Railway Company concession areas would be relocated.

The most pressing relocations were the Warehousing and Inventory activities, the Maintenance Division, and the Launch and Line-handlers Stations located in the Balboa Industrial area. These activities are scheduled to be functioning out of Corozal West by the end of the year 2000.

The Lands Management Unit supported the Commission in the coordination of documentation, reports, and studies prepared in response to the requests of private companies. According to Article IV of the Panama Canal Treaty implementing agreement, private companies required a Commission determination of compatibility for any commercial activities they wished to establish in Canal operating areas. On November 1999, the Unit was assigned full responsibility for the coordination of all ports and railroad matters. Significant projects handled by the Unit included land-use development proposals received by the Interoceanic Region Authority of Panama, The National Maritime Authority of Panama, and private entities wishing to establish maritime, commercial, tourism and eco-tourism activities in areas bordering the Canal.

On December 30, 1999, all Commission employee housing, with few exceptions, was transferred to the Government of Panama in accordance with the Panama Canal Treaty. The Office of Transition Administration (OTA) assumed responsibility for the reduced number of housing units that could not be transferred by December 1999.

The Buildings office completed renovation and space planning for Building 710, Balboa (former Balboa Elementary School), where Systems Division offices, the Contracting Division and other Financial Management units, would be relocated as per treaty implementation obligations. The renovation and use of Buildings 701, 702, 706, 704, 74, and 73 (former Balboa High School) began with an aim to vacate the Training Center in Balboa due to the expansion of the Gaillard Highway, and to relocate the Human Resources Department offices from Ancon. The results of space utilization studies led to the renovation of the Maritime Operations Director's office in Building 729, and several offices in Building 101. Building 761 was renovated for the use of the Office of Transition Administration and the Panama Canal Authority, while Building 37 was prepared for the Labor Relations Board and as a temporary facility for the Panama Presidential Transition Committee.

Complete support was provided for the various transition activities at Miraflores, the former Balboa High School, the Prado area and Goethals Memorial, including moving services, cleaning, repairs and renovation. The Buildings office continued to provide work order administration for Commission buildings. Substantial improvements were made in the cleaning services contract and in the development of the new air-conditioning maintenance contract.

ENVIRONMENTAL MANAGEMENT

During the first quarter of FY 2000, the Environmental Policy and Programs Branch analyzed and evaluated approximately 11 documents regarding environmental impact studies or proposals for projects in Canal compatibility or operating areas.

Numerous lectures, training seminars and awareness workshops were provided to employees with an aim to minimizing the possibility of pollutant release into the environment. Themes included product substitution and recovery, and the reuse and recycling of products such as solvents, oil, scrap metal and paper. A review of PCC oily waste generation, collection, treatment and disposal was coordinated by the Branch and carried out by the IESC (International Executive Service Corps) Executive Volunteer. The closing of the oil sump and the installation of new facilities for processing oily water were also reviewed.

Implementation of the ISO 14001 Environmental Management System continued during the first quarter of FY 2000. Fifteen persons received training on the identification of environmental impacts/aspects, developed system level procedures and reviewed environmental standards.

The Branch also developed contacts with regard to the management of the Panama Canal Watershed after 1999. National and international organizations such as ANAM, MIDA, USAID, TVA, IDB and various NGOs were contacted for their cooperation.

The Sanitation and Entomology Section determined that the effective control of disease vectors and pestiferous insects needed to be accomplished by methods posing the least possible hazard to man and the environment. Effective and economically feasible methods demonstrating greater compatibility with the environment become the control methods; reductions in pesticide use are favored when practicable.

New initiatives are continuously being developed to keep the employees and the general public informed on various vector-borne-related situations, thus contributing to significant progress in these cores.

Regarding pollution control, three new, portable oil-skimmer units, each with the capacity to recover 121 bbls of oil per hour, replaced older units. In addition, 1,700 feet of new oil containment barriers were purchased, increasing the Division's overall capacity to respond to oil spill emergencies.

Aquatic vegetation control activities increased in Canal waters during the months of November and December, 1999, due to unusually high levels in Gatun and Alhajuela lakes. As a result, water spilled from Madden dam, causing aquatic plants and debris to accumulate against the Chagres River floating barrier near

Gamboa. Some vegetation reached the Canal through a section of the barrier which ruptured because of the increased weight. In order to keep Canal waters safe for navigation, vegetation control operations were increased in the Chagres River, Gatun Lake, Gaillard Cut and Pedro Miguel Locks during the last months of the year.

During the months of October, November and December 1999, the Environmental Education Unit visited 23 schools located in the Canal watershed. A total of 4,395 students, 246 teachers, and 276 parents, participated in the program. A seminar covering topics related to the operation and history of the Panama Canal, as well as the importance of the Canal Watershed and the protection of the environment, was provided at the Policy Academy of Panama.

The Environmental Education Program organized presentations for new PCC employees. During the first quarter of FY 2000, three presentations were held for a total of 144 employees. The Environmental Educational Program held two additional presentations for 52 Environmental Management Division employees.

Personnel and transportation assistance to other units included support to the Canal Capacity Projects Office for the new watershed area; the Meteorological and Hydrographic Branch for site location, clearing, construction and instrument installation in the Chamon rainfall station; and the Water Quality Unit for water sampling in the Boqueron, Chagres, and Cocle del Norte rivers.

From September to December 1999, the Division installed all required equipment (workstations, computers and software) for the period. The office also acquired and developed its own geographic databases to facilitate the production of maps on Canal Watershed environmental themes. In addition, satellite images were purchased and used to monitor and evaluate forest resources and changes in land use.

The water quality monitoring program was designed to include nine stations in the eastern region and six stations in the western region of the watershed, for a total of 15 permanent stations. Stations are located in the main tributaries of the traditional watershed (Gatun, Boqueron, Pequeni, Chagres, Ciri Grande y Trinidad rivers). Three stations along the Chilibre river (Chilibre y Chilibrillo sub-basin), just before it empties into the Chagres and to the east of the Gaillard Cut, determine bacterial and organic matter pollution levels in these rivers. Six stations on the Cocle del Norte, Toabre, San Miguel and Indio rivers determine water quality in courses being evaluated for new water resource potential in Canal expansion region.

Water samples covering the three previously mentioned sectors were collected over the course of seven trips. Branch personnel performed on-site analyses and preserved samples before they were forwarded, via courier, to a certified laboratory in the United States for physical and chemical analyses. A total of 40 chemical analyses were performed on the 313 water samples forwarded for testing.

PUBLIC UTILITIES AND ENERGY

Potable water: The Miraflores and Mount Hope water treatment plants produced and distributed potable water to the Commission, the U.S. Armed Forces and other Canal Area users on both sides of the Isthmus. The Pacific side system serves portions of Panama City and suburban areas while the Atlantic side system serves the Colon metropolitan area. During the first quarter of FY 2000, the systems supplied a total of 857.7 million cubic feet of potable water to consumers. Water supplied to the Republic of Panama averaged approximately 71.3 million gallons per day (9.53 million cubic feet).

Energy: The Canal area energy demand during the first quarter of FY 2000 was 86 gigawatt hours. The peak hourly demand of 46.09 megawatts reached on October 15, 1999 shows a 31 percent reduction from the 67.82 megawatts recorded in the previous year. Electrical power consumed for Commission operation was 25 gigawatt hours, the same amount as the previous year.

LANGUAGE SERVICES

The Language Services Branch provides all major translation work and language interpretation services for the entire Panama Canal Commission. Since implementation of the Panama Canal Treaty of 1977, this office has been responsible for responding to an increasing level of requirements for translations and interpretations. During the final quarter leading to the transfer of the Panama Canal, the office translated into English regulations to govern the new Panama Canal Authority, including those for sanitation, admeasurement, navigation and the Board of Local Inspectors. The Division also translated into Spanish a significant amount of technical materials, such as the Lockage, the Enhanced Vessel Traffic Management System (EVTMS), and the Confined Space Safe Practices manuals. Other translations from English to Spanish included collective bargaining agreements, contract specifications, numerous legal contracts, and the new Panama Canal Authority website.

In preparation for the Canal transfer, the office also provided support by translating a myriad of medical documents due for submittal to the Office of Personnel Management prior to December 31, 1999. Along with these final transition efforts, interpretation services were provided during the final Binational Board of Directors meetings. Interpretation services were also required during the many courses on technical subjects, as well as for the labor-relations and partnership council to train members of the Spanish-speaking workforce. The transfer of the waterway to Panamanian stewardship was completed in a timely and orderly manner, culminating in the official transfer ceremony at noon on December 31, 1999, at which the Language Services Branch provided interpretation services for the President of the Republic and foreign dignitaries.



The Panama Canal Authority Board of Directors poised to take charge upon Canal transfer and the dawning of the new millennium. From the left, first row, are Emanuel Gonzalez-Revilla, Chairman of the Board and Minister for Canal Affairs Ricardo Martinelli and Panama Canal Administrator Alberto Aleman Zubieta. In the second row, are Fernando Cardoze, Eloy Alfaro, Moises Mizrahi and Samuel Lewis Navarro. In the third row, are Adolfo Ahumada, Luis Anderson, Roberto Roy, Raul Montenegro and Abel Rodriguez.

Chapter IV

ADMINISTRATION AND STAFF

EMPLOYED PERSONNEL FORCE AND PAYROLL

By the end of the first quarter of fiscal year (FY) 2000, the total labor force of the Commission in the Republic of Panama was 9,078. Of this total, 7,861 were permanent and 1,217 were temporary employees. Of the permanent work force in Panama, 7,601 (96.7 percent) were Panamanian citizens, 250 (3.2 percent) were U.S. citizens, and 12 (0.2 percent) were third-country nationals. At the end of FY 1999 and the first quarter of FY 2000, a total of eight U.S. citizens were working in the Commission offices in Washington, D.C. and New Orleans.

For the first quarter of FY 2000, the total Commission payroll (for both salaries and wages) was \$82.8 million. Of this total, \$75.8 million was paid to non-U.S. citizen employees while \$7 million was paid to U.S. citizen employees.

INSPECTOR GENERAL

The Office of the Inspector General (OIG) was established on April 16, 1989, at the Panama Canal Commission in accordance with the *Inspector General Act of 1978* (P.L. 95-452), as amended by the *Inspector General Act Amendments of 1988* (P.L. 100-504). The Board of Directors appoints the Inspector General (IG). The IG, under the general supervision of the Board, keeps the Administrator and the Deputy Administrator apprised of important auditing or investigative matters. In addition to conducting audits and investigations, the OIG recommends policies and corrective actions designed to promote economy, efficiency and effectiveness, and to prevent and detect waste, fraud, abuse, and mismanagement in programs and operations.

The IG is independent from Canal management but not from the Board, nor from Federal laws and regulations. The OIG maintains the Board and Congress fully and constantly informed of any problems or deficiencies in the administration of programs and operations, as well as any corrective actions that may be necessary.

During the first three months of FY 2000, the OIG issued seven audit reports and one investigative report. In addition, three management letters were drafted to raise issues of lesser concern that warranted management attention.

During the period reported, questioned costs in audit reports totaled \$17,390.00. It was determined that internal controls were adequate to safeguard Commission assets and prevent fraudulent transactions.

This period also saw a continued emphasis on the availability of the employee hotline for reporting possible fraud, waste, or abuse issues. Allegations received in the OIG are screened to determine whether they warrant acceptance for additional audit/investigative efforts, referral to Commission management for corrective action, or rejection due to lack of merit. This procedure has permitted timely response to claims.

The Organic Law of the Panama Canal Authority furnishes legislation for organization, operation, and modernization of the entity. The law guarantees the safe and efficient operation of the Panama Canal after 1999, and includes provisions for the Office of the Inspector General, whereby the Inspector General reports to and is appointed by the Board of Directors.

EQUAL OPPORTUNITY

The Office of Equal Opportunity continued their efforts in preventing discrimination in the Panama Canal Commission and promoting the early and informal resolution of complaints, along with increased educational, advisory and counseling activities for employees. Coordination with the Equal Employment Opportunity Commission (EEOC) accelerated the conduct of all pending hearings under U.S. statute so as to complete all procedures before the end of the year. The last hearing took place on December 21, 1999.

The Panamanian Preference Program monitoring revealed a steady increase in the participation of Republic of Panama nationals at all levels of the work force. The composition of the total work force by citizenship, gender, and minority group at the end of the first quarter of FY 2000 reflected the following:

CITIZENSHIP

<i>Panama</i>	<i>United States</i>	<i>Third-Country</i>
96.7%	3.2%	0.2%

GENDER

<i>Male</i>	<i>Female</i>
87.1%	12.9%

MINORITY GROUPS

<i>Hispanic</i>	<i>Black</i>	<i>White</i>	<i>Oriental</i>	<i>Indian</i>
73.3%	18.6%	5.9%	1.7%	0.5%

OCCUPATIONAL HEALTH AND FITNESS

The Occupational Health Division of the Department of Human Resources is responsible for planning, directing, and controlling Panama Canal occupational health and fitness programs. The Clinical Services Branch, the Employee Assistance Branch, and the Employee Fitness Branch together are committed to ensuring conditions that will enhance the health and fitness of all employees, while placing special emphasis on prevention, wellness and early return to work after job injury.

During the first quarter of FY 2000, the Commission recorded 73 performance-of-duty injuries/illnesses requiring medical attention. The Gatun Lake Recreational Center, also a part of the Occupational Health Division, provided recreational programs for cruise line visitors, Commission employees and dependents. During the first quarter of FY 2000, 5,811 cruise line passengers and 3,029 Commission employees and their dependents visited the Center.

TRAINING AND DEVELOPMENT

The Training and Development Division is responsible for assessing all training needs and developing training plans. Division responsibilities include: coordinating, evaluating, and providing employee development programs; training pilots, towboat masters and other maritime field employees; producing new craftsmen for the institution; ensuring state-of-the-art technical training for on-board journeymen; operating and administering training facilities with appropriate equipment; evaluating and promoting the use of new technology for training; and providing advisory services to management. In addition, the division coordinates the succession planning effort and commercializes training services for the local market as part of the Canal growth strategy. Three branches provide for the training effort: the Maritime Training Branch, the Industrial and Safety Training Branch, and the Employee and Management Development Branch.

The Employee and Management Development Branch offered training to employees, supervisors, and managers through in-house and contracted instructors, and by attendance of off-the-Isthmus courses, conferences, and seminars. In addition, 168 tuition-refund requests were approved during the first quarter of FY 2000, benefiting employees who took local courses directly related to their branch mission.

The Managerial Candidate Development Opportunity Program (MCDOP) was recently implemented to provide management officials with a recruitment source for managerial positions subject to merit promotion procedures.

PUBLIC RELATIONS

The Public Relations Division (AEP) is responsible for all corporate communications, multimedia productions, printing, and tourism guide activities within

the Panama Canal organization. During the first three months of FY 2000, which were also the last three months before the transfer of the Canal, AEP worked very closely with the government of Panama to ensure the success of transition-related events that culminated with the transfer ceremony on December 31, 1999.

In terms of public relations and corporate communications, many changes took place in the three months leading to the transfer. The internal newspaper *The Spillway*, for instance, would have to cease to be published in a bilingual format and become a Spanish-language publication as of January 2000. To this end, AEP held a contest to find a new name in Spanish and the winning entry was *El Faro* (*The Lighthouse*).

The Spillway began publishing a series on the Panama Canal Authority (ACP) directors that were ratified in their positions. A question-and-answer column was created to respond to employee concerns about imminent changes related to the Canal transfer.

On November 1, and for the second year in a row, AEP celebrated the Day of the Canal Child. During the event, 52 Panama Canal employee dependents represented each of the agency's directors and managers for a day. AEP also participated with a stand and exhibitions in several events. Other efforts during this period included the publication of a collection of Panamanian literary works titled *Biblioteca de la Nacionalidad*. This project was carried out jointly with the ACP, and the books were presented to public libraries, schools and civic groups throughout the Republic of Panama.

After a lengthy contracting, design and selection process, a new corporate logo for the ACP was adopted and by mid-December, the new logo was in use.

During this quarter, AEP also produced two special publications. One was an illustrated coffee-table book, *The Panama Canal/El Canal de Panama*, commissioned by contract from Ediciones Balboa, to be presented to dignitaries visiting Panama during the Canal transfer ceremonies. The other special publication, *Chronicle of the Panama Canal Commission, 20 years*, highlighted the 20 years of existence of the PCC and the agency's efforts for a smooth Canal transition. This book was used promotionally as well as distributed to each Canal employee.

In the months leading to the transfer, AEP also designed, contracted and distributed individually numbered commemorative medals and certificates for all employees, to honor the Panama Canal Commission and its workers.

On December 13, the Advisory Board of the Panama Canal Authority was installed and AEP organized a press conference at the Marriott Hotel, during which William O'Neil, secretary general of the International Maritime Organization and chairman of the ACP Advisory Board, addressed the media gathered in Panama for the ceremonial transfer the following day.

On December 14, Panamanian President Mireya Moscoso and former U.S. President Jimmy Carter signed ceremonial transfer documents at Miraflores Locks. Heads of state attending this event included the King of Spain, Juan Carlos I, and presidents Miguel Angel Rodriguez of Costa Rica; Andres Pastrana of Colombia; Ernesto Zedillo of Mexico; Hugo Banzer of Bolivia; and Carlos Flores of Honduras. Approximately 1300 people attended the event.

The division was involved in the planning and execution of all aspects of the December 14 ceremony, including the installation and management of a Media Center, media relations and computer and television technical assistance duties. On the afternoon of December 30, a solemn ceremony was held in front of the Administration building as the U.S. flag was lowered there for the last time. Shortly after and at the doorstep of the new millennium, Panama received the Canal from the United States. The December 31 events included a religious ceremony at the Metropolitan Cathedral, and—at the stairway of the Administration Building—music by the National Symphonic Orchestra, beautiful flower arrangements, and countless blue, red, and white balloons.

Under the heavy rain, Louis Caldera, chairman of the Panama Canal Commission Board of Directors and secretary of the Army, followed by President Moscoso, addressed the crowd. The efficient and seamless transfer of the Canal, between allies and as partners, was a key theme of the speeches. Thousands of Panamanians that attended the event to intone Panama's National Anthem, saluted the Panamanian flag, joined the countdown and as the clock marked noon, cheered as the balloons took to the sky, symbolizing the start of a new era for Panama.

During this period, the Audiovisual Services Branch continued supporting communication efforts by providing a broad range of photo and audiovisual coverage, illustration services and presentation support for Canal units. The branch provided technical support for all transition-related events. The focus of the weekly television program, "Panama: Un Canal en Transición" was to increase awareness among the target audience of the Canal's importance and of its transfer to the Republic of Panama. The program highlighted Canal operations, the modernization program, historical anecdotes and various topics related to the waterway. Also during this fiscal year, the one-minute program, "Entrando al Canal," continued to be produced and was broadcast by Channel 2 during its morning and noon news, three times a week. The regular radio news release service continued to more effectively reach rural areas in Panama. By the end of calendar year 1999, approximately 28 radio stations were broadcasting the radio news releases, which were specifically designed to raise awareness and increase knowledge about Canal operations, the transition, and related topics.

The Canal Orientation Services Unit provided bilingual orientation lectures, tours and special presentations to more than 127,000 visitors this quarter, principally at the Miraflores Locks visitors' center. Panama Canal orientation special

ists also provided fee-based narration services aboard transiting passenger vessels, escorted official visitors, staffed exhibits, and gave briefings about Canal history and operations at various conferences and to schoolchildren of the Canal watershed area in connection with the watershed education program.

The division's Printing Plant continued providing printing services to the entire organization, and printed the final editions of *The Spillway* as well as the invitations for the transfer ceremonies. During this period, the Printing Plant processed a total of 245 printing requisitions.

GENERAL COUNSEL

The General Counsel Office insured that its systems and equipment were Y2K compliant. The Office also completed and submitted to the Risk Management Office the Division Y2K contingency plan, including procedures for failures in the communication system or the LAN, vessel accidents and Y2K contract claims. Arrangements were finalized for handling all claims still pending on December 31, 1999.

During the fiscal year, the Office hosted visiting contingents from both the Department of Justice and the U.S. Army Corps of Engineers. The purpose was to provide in-depth discussions regarding the proposal that these entities assume responsibility for handling vessel accident and contract claims and appeals pending on December 31, 1999. Specific terms for interagency arrangements designed to govern said transfers were negotiated with Army and Justice officials. In September 1999, the General Counsel, Deputy General Counsel/Procurement Executive and Assistant General Counsel traveled to Washington with the Deputy Administrator and met with attorneys and budget personnel from the Justice Department, the Corps of Engineers and the Management and Budget Office in order to reach an agreement on all relevant outstanding issues. Following that meeting, a Commission effort was led to finalize the terms of the two arrangements, and both documents were signed in Washington by the Canal Administrator and officials from the aforementioned agencies.

On October 25-26, 1999, the Deputy General Counsel/Procurement Executive traveled to the Corps of Engineers Mobile District Office and briefed the district contracting personnel and attorneys on the terms of the post-1999 agreement for contract dispute administration, in order to commence plans for its timely implementation. The Mobile District contracting personnel November 30 – December 2 visit to PCC for project execution was also supervised by the Deputy General Counsel/Procurement Executive.

Finally, on December 17 – 19, 1999, the office hosted a final orientation visit from Deputy Assistant Attorney General Donald Remy, Specialized Torts Branch Chief John Euler and the Department of Justice budget official overseeing the fiscal aspects of the program.

The General Counsel developed special contract clauses designed to reduce misunderstandings to a minimum and to facilitate contract performance for Canal transition. This was accomplished primarily through the formulation of the "ACP Succession" contract clause, with variations for different types of contracts and license agreements. With ACP ratification, the clause permitted continuous, uninterrupted contract performance despite the December 31, 1999 transfer of Canal administration. Another contract clause was later introduced reducing the claim presentation period from six years to only one. In the closing months of 1999, the Deputy General Counsel/ Procurement Executive worked with the Contracting Division on a daily basis to overcome specific, unanticipated contract administration problems corresponding to Canal transfer, including the formulation and limited use of an "OTA Succession" strategy. Due to these efforts, there were few unresolved contract claims and appeals at the time of writing; significant increases in that area were not anticipated.

All pending general employee claims (involving issues such as loss or damage to property, incident to service and damage to household goods) were cleared prior to December 31, 1999. Approximately 40 additional claims by and against the institution arose from vehicular accidents. Most were minor in nature and those still pending were assigned to Panama Canal Authority attorneys working on a reimbursable basis for the Commission Office of Transition Administration (OTA).

INFORMATION MANAGEMENT

Extensive work in preparation of Canal systems and equipment for the year 2000 (Y2K) successfully eliminated the risks to key Canal operations posed by possible Y2K glitches. Operational areas reported zero incidents with regard to the Y2K transition. This included core business information systems for marine traffic control, payroll, human resource management, purchasing, financial controls, and corporate e-mail. Critical infrastructure systems, including power generation and distribution; voice, data, and video communication networks; central air conditioning plant; security systems; and potable water distributing systems operated by the Canal also functioned without failure. The transit operation and the transition period itself were without incidents involving transiting ships or Y2K failures of any kind.

The Canal continues to monitor for Y2K-related issues to ensure quality of service and safety for Canal customers.



A laden container vessel makes its way through Gaillard or Culebra Cut, the narrowest stretch of the Canal. The Pedro Miguel and Miraflores Locks can both be seen in the background.

Chapter V

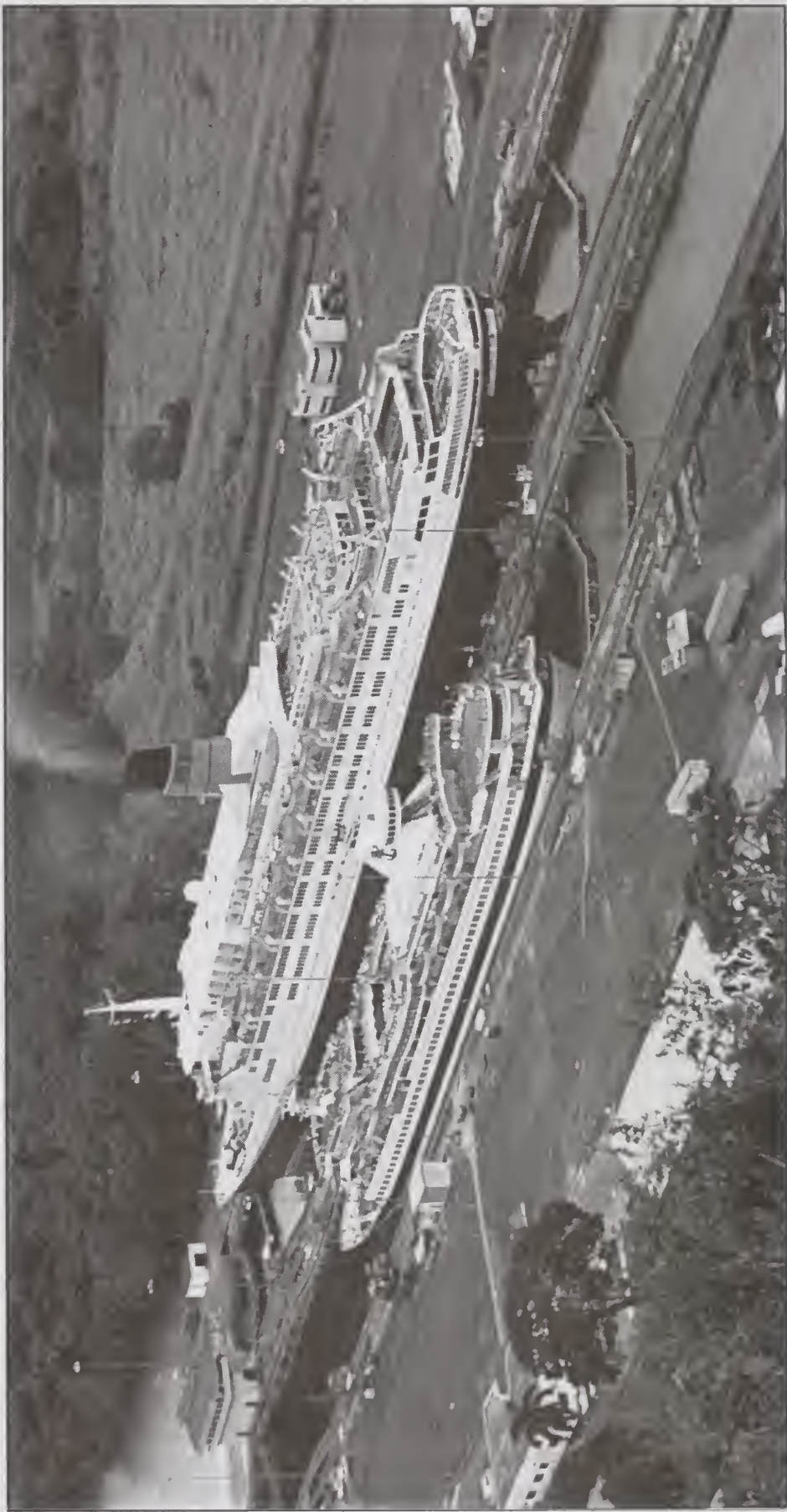
TREATY TRANSITION PLANNING

As predicted, both Panama and the United States completed the Canal transfer in an orderly and timely fashion. On behalf of the United States, efforts continued during 1999 in support of all transition process aspects, particularly at the level of the Binational Board of Directors of the Panama Canal Commission. The final quarter leading to the transfer of the Panama Canal Board saw an increased level of activity in terms of meetings and intensive coordination to deal with final aspects of the transition process.

The Milestone Plan for the Transition of the Panama Canal was successfully completed as a result of the final transition efforts. The plan, initiated in 1995, encompassed 200 different tasks and specific actions necessary for the successful transfer of the Canal to Panamanian stewardship. This five-year process included a wide variety of changes such as in the U.S. legislation, to transform the Canal into a business-oriented organization, special financial planning to ensure the transfer of all Canal assets, and special public relations and marketing efforts to promote long-term plans and modernization programs after 1999. Another area that received special attention in the Milestone Plan was the preparation of the new Panama Canal Authority, or ACP, Regulations. As established by law, the ACP was tasked with preparing its own regulations and internal administrative directives to replace all regulatory and legal framework based on U.S. legislation. To accomplish this, officials and union representatives from PCC worked very closely with the Panama Canal Authority Board of Directors and were able to establish regulations by October 1999. The successful completion of this essential task assured the local and international community that the Panama Canal Authority was fully prepared to continue management and operation.

Other important transition-related events that transpired during the final months of the Canal transfer included: on October 28, the ACP Board of Directors appointment of the Panama Canal senior executives; on December 13, the first meeting of the International Advisory Board of the Panama Canal; and on December 14 and 31, 1999, the official ceremonies for the formal transfer of the Canal to the Republic of Panama.

Although some minor transition items remained pending, to be addressed by the new Canal administration, the transition process that began with the implementation of the Panama Canal Treaty in 1979 and ended on December 31, 1999, is considered both a success and a lasting tribute to the outstanding level of commitment, planning and dedication demonstrated by the Governments of the United States and Panama, as well as the entire workforce of the Panama Canal Commission.



Two luxurious cruise ships transit the Pedro Miguel Locks, one of two sets of locks in the Canal's Pacific sector.

Chapter VI

FINANCIAL REPORT

FINANCIAL STATEMENTS FOR THE THREE MONTH PERIOD ENDED DECEMBER 31, 1999

The financial statements of the Panama Canal Commission, with accompanying notes, present the financial position of the Commission at December 31, 1999 and the results of its operations for the three months ended December 31, 1999.

The financial statements of the Commission for the three months ended December 31, 1999 have been audited and its Forecasted Statement of Financial Viability has been examined by the independent certified public accounting firm of Arthur Andersen LLP.

Summary information concerning the operating results and capital expenditures follows:

RESULTS OF OPERATIONS

Net operating revenue from operations amounted to \$6.7 million. This amount is payable to the Government of Panama pursuant to the provisions of paragraph 4(c) of Article XIII of the Panama Canal Treaty of 1977 subject to the limitations set forth in chapter 3, subchapter V, section 1341(b) (2) of the Panama Canal Act of 1979 (Public Law No. 96-70).

CAPITAL EXPENDITURES

Capital expenditures for the three months ended December 31, 1999 were \$23.5 million. Major capital additions to plant from capital expenditures included the Gaillard Cut widening/straightening project, Enhanced Vessel Traffic Management System (EVTMS), tow track rehabilitation program, rehabilitation of towing locomotives, rehabilitation of transformer room and switchgear replacement, replacement of the locks machinery control system at all locks, acquisition of a new steam turbine with rotor/blades for the Miraflores Generating Station's Steam Unit 4, modernization of the Commission's management information systems. In addition, during the three months ended December 31, 1999, the Capital Program included other important projects such as the Oracle Financial Analyzer, building tug/miter gate transfer table and the hydraulic operator miter gates.

Table 1 - Statement of Financial Position
as of December 31, 1999
(Dollars in Thousands)

ASSETS

ASSETS

PROPERTY, PLANT AND EQUIPMENT	
At cost	\$1,450,581
Less accumulated depreciation and valuation allowances.....	786,336
	<u>664,245</u>
CURRENT ASSETS:	
Cash (Note 5).....	370,648
Investments – Office of Transition Administration, net of unamortized premium and discount	7,915
Accounts receivable	36,854
Inventories–	
Storehouse, less allowances for obsolete and excess inventories of \$5,725	21,949
Fuel	<u>1,883</u>
	439,249
TOTAL ASSETS	
	<u><u>\$1,103,494</u></u>

The accompanying notes are an integral part of this statement.

Table 1.- Statements of Financial Position
as of December 31, 1999
(Dollars in Thousands)

CAPITAL, LIABILITIES AND RESERVES

CAPITAL

Capital.....	\$ 468,051
Restricted Capital:	
Working capital.....	15,698
Capital expenditures, being amortized.....	380,364
Office of Transition Administration.....	14,049
	<u>410,111</u>
	<u>878,162</u>

LIABILITIES AND RESERVES:

Accounts payable:	
Commercial vendors and other	31,573
U.S. Government agencies	1,059
Republic of Panama	<u>25,394</u>
	<u>58,026</u>

Accrued liabilities:

Employees' leave	81,877
Salaries and wages	6,012
Employees' repatriation	335
Marine accident claims	39,051
Net operating revenue payable to Republic of Panama ..	6,666
Other.....	<u>12,295</u>
	<u>146,236</u>

Estimated liabilities:

Severance pay	10,000
Contracted cost of the Office of Transition Administration	<u>7,470</u>
	<u>17,470</u>

Reserves:

Locks overhauls.....	1,700
Marine accidents and casualty losses.....	<u>1,900</u>
	<u>3,600</u>
	<u>225,332</u>

TOTAL CAPITAL, LIABILITIES AND RESERVES	<u>\$1,103,494</u>
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Table 2. - Statements of Operations
for the Three Month Period Ended December 31, 1999
(Dollars in Thousands)

REVENUES AND EXPENSES

REVENUES:

Tolls revenue	\$144,425
Less contributions for:	
Capital expenditures	(30,000)
Dissolution fund	(4,090)
Net tolls revenue	110,335
Other revenues	43,288
Total revenues	<u>153,623</u>

EXPENSES:

Payments to Republic of Panama:

Public services	2,500
Fixed annuity	2,500
Tonnage	22,579
	<u>27,579</u>

Maintenance of channels, dams and spillways	11,239
Navigation service and control	33,837
Locks operation and maintenance	18,953
General repair, engineering and maintenance services	13,661
Supply and transportation services	5,344
Utilities	3,575
Administrative and general	13,180
Depreciation	5,672
Fire and facility	3,803
Other	10,114

Total expenses	<u>146,957</u>
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NET INCOME	<u><u>\$6,666</u></u>
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The accompanying notes are an integral part of this statement.

**Table 3. - Statements of Changes in Capital
for the Three Month Period Ended December 31, 1999
(Dollars in Thousands)**

	<i>Capital</i>	<i>Capital Contributions</i>	<i>Total</i>
BALANCE AT OCTOBER 1, 1999...	\$475,802	\$375,366	\$851,168
CHANGES IN CAPITAL:			
Cash transferred from unrestricted to restricted working capital.....	(331)	—	(331)
Cash transferred from unrestricted to restricted capital contributions ...	(5,302)	—	(5,302)
Working capital contributions transferred from unrestricted.....	—	331	331
Capital expenditure contributions transferred from unrestricted.....	—	5,302	5,302
Capital expenditure contributions, being amortized.....	—	22,912	22,912
Property transferred to Republic of Panama.....	(3,991)	—	(3,991)
Property transferred from other U.S. Government agencies.....	1,873	—	1,873
Office of Transition Administration.....	—	6,200	6,200
	<u>(7,751)</u>	<u>34,745</u>	<u>26,994</u>
BALANCE AT DECEMBER 31, 1999	<u>\$468,051</u>	<u>\$410,111</u>	<u>\$878,162</u>

Table 4. - Statements of Cash Flows
For the Three Month Period Ended December 31, 1999
(Dollars in Thousands)

CASH FLOWS FROM OPERATING ACTIVITIES:

Net income	\$ 6,666
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**ADJUSTMENTS TO RECONCILE NET INCOME TO NET
CASH USED IN OPERATING ACTIVITIES:**

Depreciation	5,672
Net change in reserves and other	(50,380)
Changes in operating assets:	
Increase in receivables	(21,240)
Increase in inventories	(331)
	(21,571)

Changes in operating liabilities:

Increase in employees' leave	912
Decrease in estimated liabilities	(7,375)
Increase in all other liabilities	47,690
	41,227

Net change in operating assets and liabilities	19,656
Net cash used in operating activities	(18,386)

CASH FLOWS FROM INVESTING ACTIVITIES:

Capital contributions	30,000
Capital expenditures	(23,544)
Dissolution fund contributions	6,090
Dissolution fund contributions – redemption of investment	6,814
Investment – dissolution fund	(7,100)
Investment – interest revenue from dissolution fund	143
Net cash provided by investing activities	12,403

Net decrease in cash	(5,983)
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Cash, beginning of period	376,631
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CASH, END OF PERIOD	\$370,648
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**SUPPLEMENTAL DISCLOSURE OF CASH
FLOW INFORMATION:**

Cash paid for interest	\$ 43
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The accompanying notes are an integral part of this statement.

**Table 5. - Forecasted Statements of Financial Viability
as of December 31, 1999
(Dollars in Thousands)**

AMOUNTS TO BE LIQUIDATED:	
Accounts payable	\$ 58,026
Accrued liabilities	146,236
Estimated liabilities	17,470
Reserves	3,600
Total liabilities and reserves	<u>225,332</u>
RESOURCES AVAILABLE TO LIQUIDATE	
LIABILITIES AND RESERVES:	
Unrestricted cash	364,514
Accounts receivable from operations	36,854
Less: Cash designated for capital improvements payable to ACP	<u>(176,036)</u>
Total resources available to liquidate liabilities and reserves	<u>225,332</u>
LIABILITIES AND RESERVES TO BE FUNDED FROM	
FUTURE RESOURCES	<u>\$ -</u>

The accompanying notes are an integral part of this statement

NOTES TO FINANCIAL STATEMENTS

As of December 31, 1999

The Panama Canal Commission (the "Commission") is a wholly owned government corporation in the Executive Branch of the U.S. government, provided for in the Panama Canal Treaty of 1977 (the "Treaty") and established by the Panama Canal Act of 1979 (the "Act"), as amended, enacted on September 27, 1979. The Commission was established to carry out the responsibilities of the United States with respect to the Panama Canal under the Treaty. In fulfilling these obligations, the Commission managed, operated and maintained the Canal, its complementary works, installations and equipment and provided for the orderly transit of vessels through the Canal. The Commission performed these functions until the Treaty ended at noon on December 31, 1999, at which time the Republic of Panama assumed full responsibility for the management, operation and maintenance of the Canal through the Panama Canal Authority (ACP).

The operation of the waterway was conducted on a self-financing basis. The Commission was expected to recover through tolls and other revenues all costs of operating and maintaining the Canal, including interest, depreciation, working capital, capital for plant replacement, expansion, improvements and payments to the Republic of Panama for use of its national resources, public services and annuities. Revenues from tolls and all other sources were deposited in the U.S. Department of the Treasury ("United States Treasury") in the Panama Canal Revolving Fund. The resources in this fund were available for continuous use and served to finance Canal operating and capital programs, which were reviewed annually by the United States Congress. Information on obligations and outlays of the Panama Canal Revolving Fund is included in the Budget of the U.S. government.

1. Summary of Significant Accounting Policies:

a. Accounting and Reporting. The accounts of the Commission were maintained in accordance with accounting principles generally accepted in the United States ("GAAP"), including Statement of Financial Accounting Standards No. 71, "Accounting for the Effects of Certain Types of Regulation".

Preparing the financial statements in accordance with GAAP required management to make estimates and assumptions that affected the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Future actual results could differ from those estimates.

b. Cost Recovery. The basis for tolls rates ("statutory tolls formula") was prescribed in section 1602(b) of the Act and provides that:

"Tolls shall be prescribed at rates calculated to produce revenues to cover as nearly as practicable all costs of maintaining and operating the Panama Canal (including costs authorized to be paid from the Panama Canal Dissolution Fund under section 1305(c)), together with the facilities and appurtenances related thereto, including unrecovered costs incurred on or after the effective date of this Act [October 1, 1979], interest, depreciation, working capital, payments to the Republic of Panama pursuant to paragraph 5 of Article III and paragraph 4(a) and (b) of Article XIII of the Panama Canal Treaty of 1977, and capital for plant replacement, expansion, and improvements. Tolls shall not be prescribed at rates calculated to produce revenues sufficient to cover payments to the Republic of Panama pursuant to paragraph 4(c) of Article XIII of the Panama Canal Treaty of 1977."

Unrecovered costs for any year were to be recovered from revenues in subsequent years.

c. Property, Plant and Equipment. Property, plant and equipment greater than or equal to \$5,000 were recorded at cost. The cost of minor items of property, plant and equipment was charged to expense as incurred.

Depreciation of Commission property, plant and equipment was provided using the straight-line method over the estimated service lives of the depreciable assets. Composite depreciation was provided for premature plant retirements and adjustments to service lives of certain assets.

Recurring costs of dredging the waterway were charged to expense. Non-recurring dredging costs for substantial improvements and betterments to the waterway were capitalized and depreciated over their estimated service lives.

d. Contributions for Capital Expenditures. The Board of Directors may program a portion of tolls revenue to provide financing for plant replacement, expansion or improvements. Such funds received from Canal users were accounted for as contributions for capital expenditures. Upon utilization, these contributions were amortized by an offset to depreciation expense in an amount calculated to approximate the depreciation on assets acquired with such contributions. The Commission amortizes these capital contributions over 20 years. Contributions for capital expenditures for the three months ended December 31, 1999 were \$30 million.

e. Contributions for Working Capital. The Board of Directors may program a portion of tolls revenue as contributions for working capital. Such funds were used primarily to finance the inventories for supplies, materials and fuel. As of September 30, 1999, the over funding of the storehouse and fuel inventories in the amount of \$5.6 million was reclassified from the "Restricted Capital - Working Capital" to "Capital" in the Statement of Financial Position. During the three months ended December 31, 1999, the inventory needs of the Commission increased by approximately \$300,000 and were funded from the prior years' excess funding.

f. Contributions for Dissolution Fund. Section 1305 of the Act authorizes the Commission to program a portion of tolls revenue to provide financing for an office, the Office of Transition Administration (OTA), to close out the affairs of the Commission that are pending at the termination of the Treaty. Contributions for the Dissolution Fund were \$4.1 million for three months ended December 31, 1999.

g. Inventories. Operating materials and supplies were stated at average cost, plus cost of transportation. Allowances were provided for the estimated cost of obsolete and excess stock.

h. Reserves. Reserves are required to normalize expenses for incorporation in the tolls process. Historically, the Commission used these reserves for the irregular costs for lock overhauls; floating equipment overhauls; marine accidents, fire, damages other than fire, public liability and other casualties; and additional payroll costs. In March 1997, because historic data supported that expenditures for locks overhauls and floating equipment had normalized, the Board of Directors approved a change of the accounting policy for these two reserves from the reserve method to the direct expense method. In FY 1999, the Commission reevaluated this decision and recorded a \$1.7 million reserve for locks overhauls, the effect of which is immaterial to the Commission's financial statements.

i. Operating Revenue Payable to the Republic of Panama. For the three months ended December 31, 1999, net operating revenue of \$6.7 million is payable to the Republic of Panama in accordance with Article XIII, paragraph 4(c), of the Treaty. According to this article, an annual amount of up to \$10 million will be paid out of Canal operating revenues to the extent that such revenues exceed expenditures of the Commission. This amount is subject to the limitations set forth in Chapter 3, Subchapter V, Section 1341(d) of the Act.

j. Housing Use Rights. No monetary value is assigned to the rights granted to the U.S. government by the Republic of Panama to use Canal area housing transferred to the Republic of Panama under the terms of the Treaty. The costs to manage and maintain these quarters were charged to expense as incurred. Rental income was included in other revenues.

2. Other Revenues:

In addition to tolls revenues, the Commission had three other principal sources of revenues: transit-related services, electric power and water sales. Transit-related services revenues for the three months ended December 31, 1999 were \$31.8 million. These revenues resulted from towing and assisting ships, handling ships' lines, booking fees and transit and port pilotage. Electric power and water sales during the three months ended December 31, 1999 were \$5.3 and \$4.6 million, respectively. Principal customers were other U.S. government agencies and the Republic of Panama.

3. Property, Plant and Equipment:

The following schedule identifies the major classes of the Commission's assets and their corresponding service lives as of December 31, 1999 (dollars in thousands):

	<i>Estimated Service Life (in years)</i>	<i>Cost</i>	<i>Depreciation and Valuation Allowances</i>	<i>Net Book Value</i>
Titles and treaty rights.....	26-100	\$15,095	\$15,095	\$—
Buildings.....	25-75	83,039	44,835	38,204
Structures.....	5-100	692,032	412,493	279,539
Equipment.....	3-75	610,366	313,913	296,453
Plant additions in progress.....	—	50,049	—	50,049
		<u>\$1,450,581</u>	<u>\$786,336</u>	<u>\$664,245</u>

4. Budgetary Resources:

Cash, accounts receivable and the Commission's borrowing authority were the resources used by the Commission to determine its solvency position. Incurring obligations in excess of the solvency position would have been a violation of the Antideficiency Act. The Commission had authority to borrow funds from the U.S. Treasury up to \$100 million. No funds were borrowed during the three months ended December 31, 1999, and no balances were outstanding from prior years.

5. Cash:

The Commission's total cash consisted of cash deposited in the U.S. Treasury and commercial banks, cash on hand, agent cashier imprest funds and agent undeposited collections. All cash resources were available for general operations, with the exception of funds deposited in the Panama Canal Dissolution Fund. The restricted cash balance represents the uninvested portion of the funds set aside by the Commission for the OTA. The restricted cash balance was \$6.1 million as of December 31, 1999.

6. Investments:

Public Law 102-484 amended the Act by providing authority for the Commission to invest the funds set aside for the OTA in public debt securities. As of December 31, 1999, the Commission had \$14 million available for this purpose as follows (dollars in thousands):

Par value - U.S. Treasury Notes	\$ 7,914
Unamortized premium - U.S. Treasury Notes.....	2
Unamortized discount - U.S. Treasury Notes.....	(1)
Cash on hand - Dissolution fund.....	<u>6,134</u>
Total investment - Office of Transition Administration	<u>\$ 14,049</u>

7. Allowances for Obsolete and Excess Stock:

The allowances for obsolete and excess stock provided for: (1) the specific disposal of individual inventory items likely to occur; and (2) the systematic cost recognition for spare parts retained for possible use, but whose actual use most often does not occur. These allowances were evaluated on an annual basis. Based on the evaluations for the three months ended December 31, 1999, the allowance for excess stock was adjusted to \$4.7 million and the allowance for obsolete stock was adjusted to \$1 million.

8. Office of Transition Administration:

Section 1305 of the Act directs the Commission to establish an office to close out the affairs of the Commission that are still pending at the termination of the Treaty. Section 1305 further directed that the Commission conduct, for submission to the U.S. Congress, a study to determine the costs associated with this office, including its composition, location and time needed to complete its responsibilities. The study was completed and presented to Congress during FY 1996.

During the three months ended December 31, 1999, the Commission recovered from tolls and set aside in the Dissolution Fund \$4.1 million. To date, the Commission has reserved from tolls a total of \$13.1 million, \$6.1 million in excess of the originally estimated costs. These funds were necessary to provide for the estimated costs for the preliminary reimbursement that will be made to the U.S. Embassy in Panama for handling Federal Employees Compensation Act ("FECA") payments of former Commission employees.

As of December 31, 1999, the liability for estimated contract services required for OTA was \$7.5 million. This amount corresponds to the estimated costs to settle disputes after December 31, 1999. The Commission has signed an agreement whereby the U.S. Army Corps of Engineers Chief Counsel's Office will assume complete responsibility for the administration and settlement of all post-1999 contract claims.

As of December 31, 1999, the marine accident claims liability was \$39.1 million. As with the post-1999 contract claims, the Commission has signed an agreement whereby the U.S. Department of Justice will assume complete responsibility for all post-1999 vessel accident claims.

The agreements entered into by the Commission with the U.S. Army Corps of Engineers Chief Counsel's Office and the U.S. Department of Justice contemplate that after all settlements or payments of all pending claims are finalized, any remaining funds will be transferred to the ACP.

9. Severance Pay:

In FY 1995, the Commission recognized a \$10 million liability for post-1999 severance pay. The calculation of this amount was based on a rule change to the

Office of Personnel Management's ("OPM") Severance Pay regulations, modifying the eligibility criteria to eliminate eligibility for Commission employees who were offered reasonably comparable employment by the ACP.

On June 11, 1997, the Republic of Panama enacted the Organic Law, which established the legal framework under which the ACP will operate the Canal after December 31, 1999. Under the terms of that law, all Commission employees not eligible to retire were guaranteed continued comparable employment by the ACP. Consequently, the Commission had no additional severance pay liability as of December 31, 1999.

The Commission was granted the necessary legal authority in the National Defense Authorization Act of 1998 to transfer to the ACP an amount of severance pay as computed by the Commission to be paid by the ACP to its employees who are involuntarily separated. This severance pay would take into account the periods of service performed with the Commission. On May 14, 1999, the Board of Directors approved the transfer of \$10 million to the ACP for this purpose.

10. Leases:

The Commission maintains operating leases for equipment such as printers and copiers. These leases carry varying terms, provisions and expiration dates. The majority of these leases have an initial term of one year. During the three months ended December 31, 1999, the Commission incurred lease expense of approximately \$100,000.

11. Contingent Liabilities and Commitments:

The Commission is a defendant in certain legal actions related to personal injury, employment disputes and other matters related to the Commission's business. In the opinion of management, the settlement of these legal actions will not have a material adverse effect on the financial position of the Commission.

In November 1999, the Galapagos Discovery vessel sank in Canal waters. The vessel's owner filed a claim against the Commission in the amount of \$27.8 million. In accordance with the agreement with the U.S. Department of Justice (see Note 8), the marine accident claims liability was increased by \$27.8 million for the full claim amount.

The Commission has also recorded accounts receivable of \$16.8 million to reflect the amount expected to be paid by the Commission's insurers. This amount is the total claim amount less the \$11 million insurance deductible. The \$11 million deductible has been funded from the reserve for marine accidents. The Commission believes that the claim is without merit and will vigorously defend itself in the suit. The reserve for marine accidents was increased by \$1.8 million for the estimated cost to raise the vessel from Canal waters.

The Treaty provides that an annual amount of up to \$10 million per year be paid to the Republic of Panama out of operating revenues to the extent that such

revenues exceed expenditures. If the operating revenues in any year do not produce a surplus sufficient to cover this payment, the unpaid balance shall be paid from operating surpluses in future years. The balance contingently payable to the Republic of Panama amounted to \$143.1 million as of December 31, 1999. However, as set forth in the Treaty and in the Act, nothing shall be construed as obligating the U.S. government to pay, after the date of termination of the Treaty, any unpaid balance accumulated before such date.

12. Subsequent Events:

TRANSFERS TO ACP

At noon on December 31, 1999, the Commission transferred to ACP cash of \$167.6 million. This transfer of cash included capital program contributions of \$155.9 million, estimated liability for severance pay of \$10 million and the reserve for locks overhauls of \$1.7 million. In addition, the Commission transferred to ACP property, plant and equipment (net of depreciation and valuation allowances) with a value of \$664.2 million, as well as the storehouse and fuel inventories less allowances for obsolete and excess items of \$23.8 million.

After the transfers, the Commission had the following balance sheet items (dollars in millions):

Cash	\$ 203.0
Investments of dissolution funds.....	7.9
Accounts receivable.....	<u>36.9</u>
Total assets.....	\$ 247.8
Accounts payable.....	58.0
Accrued liabilities.....	146.2
Estimated liabilities.....	7.5
Capital program balance due to ACP.....	20.1
Reserves.....	<u>1.9</u>
Capital – Dissolution funds.....	<u>14.1</u>
Total liabilities and capital	\$ 247.8

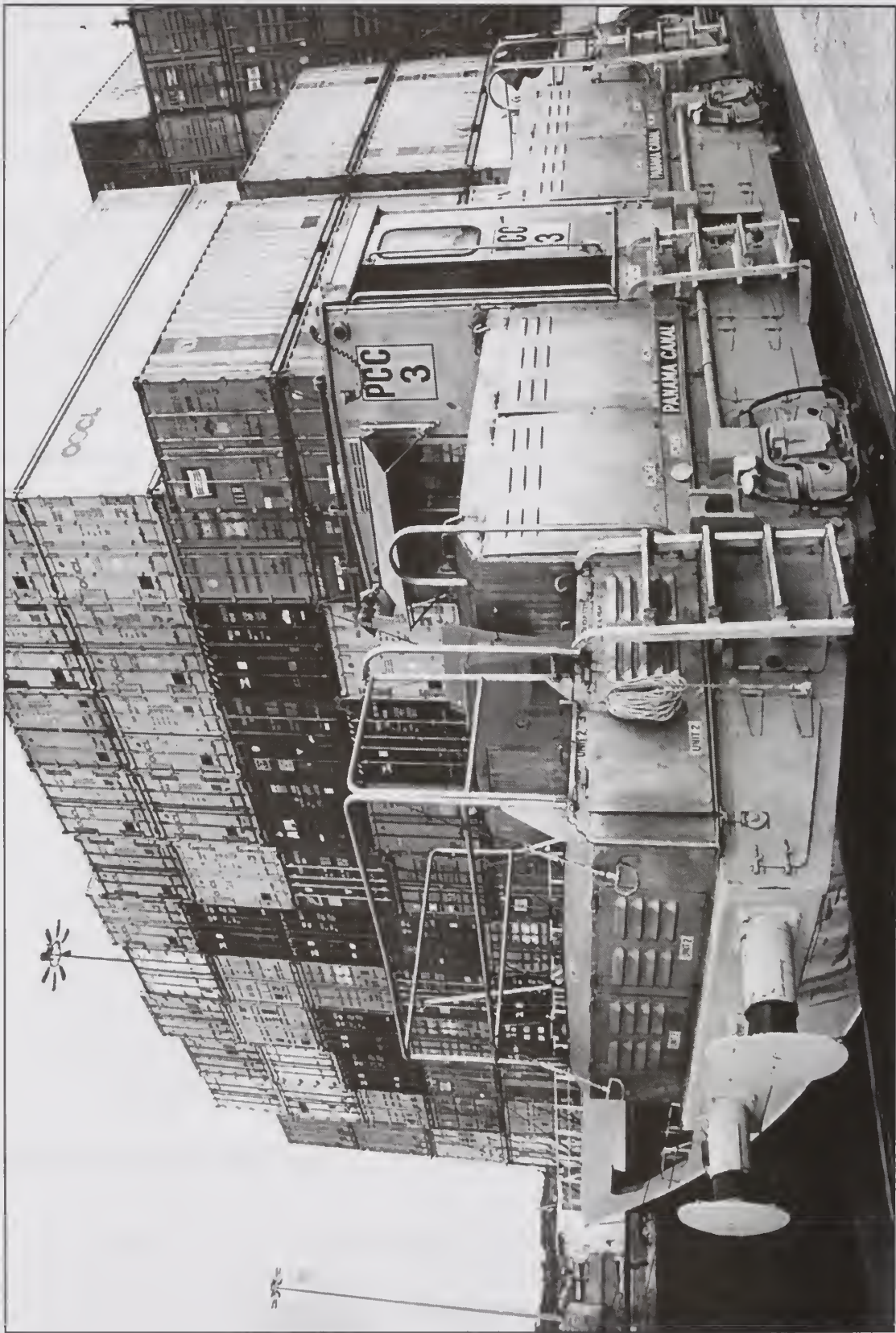
ADDITIONAL PAYMENTS

On January 24, 2000, approximately \$84.3 million was paid to former Commission employees. Of this amount, \$81.5 million was for employees’ accumulated leave. Bonuses of \$2.7 million were paid to 299 pilots in addition to their commuted leave, and compensatory time of approximately \$100,000 was paid to 113 employees.

Chapter VII

STATISTICAL TABLES

Shipping Statistics



A locks locomotive assists a large container cargo ship. Containerized cargo is one of the principal commodities transported via the Panama Canal, and represents an important contribution to Canal traffic, both in terms of tonnage and number of transits.

Table No. 1—Panama Canal Traffic—First Quarter Fiscal Years 1995 through 2000

Period	Total Traffic			Traffic Assessed Tolls on Net Tonnage Basis		Traffic Assessed Tolls on Displacement Tonnage Basis	
	Number of Transits	Tolls	Long Tons of Cargo	Number of Transits	Panama Canal/UMS Net Tonnage *	Number of Transits	Displacement Tonnage
OCEANGOING COMMERCIAL TRAFFIC (1)							
1995 Q	3,181	110,788,618	45,294,711	3,170	51,633,272	11	52,009
1996 Q	3,311	120,461,315	49,090,155	3,303	56,445,594	8	39,876
1997 Q	3,114	118,362,870	48,721,925	3,108	55,276,595	6	34,050
1998 Q	3,331	136,886,882	51,648,867	3,324	59,162,937	7	29,427
1999 Q	3,325	148,899,491	52,276,013	3,305	59,399,973	20	99,447
2000 Q	3,075	144,437,038	48,128,679	3,068	57,841,982	7	70,071
OCEANGOING U.S. GOVERNMENT TRAFFIC (1)							
1995 Q	35	631,672	3,495	11	246,493	24	141,255
1996 Q	40	842,398	135,862	17	330,509	23	121,891
1997 Q	29	598,905	37,522	9	212,597	20	124,248
1998 Q	16	419,992	5,496	7	172,459	9	52,264
1999 Q	35	1,114,575	47,443	16	429,175	19	63,963
2000 Q	18	78,818	-	1	3,639	17	49,471
FREE OCEANGOING TRAFFIC (1)(2)							
1995 Q	10	1,573	-	1	550	9	13,899
1996 Q	3	3,409	-	2	1,112	1	1,180
1997 Q	7	14,250	3	1	556	6	10,586
1998 Q	2	-	-	2	1,112	-	-
1999 Q	6	-	-	2	1,112	4	6,408
2000 Q	2	-	-	-	-	2	3,159
TOTAL OCEANGOING TRAFFIC (1)							
1995 Q	3,226	111,421,862	45,298,206	3,182	51,880,315	44	207,163
1996 Q	3,354	121,307,122	49,226,017	3,322	56,777,215	32	162,947
1997 Q	3,150	118,976,025	48,759,450	3,118	55,489,748	32	168,884
1998 Q	3,349	137,306,874	51,654,363	3,333	59,336,508	16	81,691
1999 Q	3,366	150,014,066	52,323,456	3,323	59,830,260	43	169,818
2000 Q	3,095	144,515,856	48,128,679	3,069	57,845,621	26	122,701
SMALL COMMERCIAL TRAFFIC (3)							
1995 Q	277	37,057	316	277	19,335	-	-
1996 Q	274	36,087	240	274	19,027	-	-
1997 Q	277	38,678	494	276	20,053	1	60
1998 Q	227	34,444	184	225	16,056	2	507
1999 Q	145	117,500	40	145	27,299	-	-
2000 Q	135	97,750	2	135	13,479	-	-

Table No. 1— Panama Canal Traffic—First Quarter Fiscal Years 1995 through 2000
(Continued)

Period	Total Traffic			Traffic Assessed Tolls on Net Tonnage Basis		Traffic Assessed Tolls on Displacement Tonnage Basis	
	Number of Transits	Tolls	Long Tons of Cargo	Number of Transits	Panama Canal/UMS Net Tonnage *	Number of Transits	Displace- ment Tonnage
SMALL U.S. GOVERNMENT TRAFFIC (3)							
1995 Q	60	5,166	-	2	198	58	3,917
1996 Q	38	3,965	-	2	198	36	2,940
1997 Q	50	3,480	-	1	99	49	2,688
1998 Q	13	1,466	-	1	99	12	924
1999 Q	15	11,500	73	4	396	11	748
2000 Q	5	6,500	-	1	99	4	1,122
SMALL FREE TRAFFIC (2)(3)							
1995 Q	7	476	3	3	159	4	140
1996 Q	8	1,222	1	2	301	6	543
1997 Q	5	719	-	1	134	4	344
1998 Q	4	-	1	2	106	2	278
1999 Q	6	1,500	-	1	136	5	295
2000 Q	7	-	-	1	-	6	957
TOTAL PANAMA CANAL TRAFFIC							
1995 Q	3,570	111,464,561	45,298,525	3,464	51,900,007	106	211,220
1996 Q	3,674	121,348,395	49,226,258	3,600	56,796,741	74	166,430
1997 Q	3,482	119,018,903	48,759,944	3,396	55,510,034	86	171,976
1998 Q	3,593	137,342,783	51,654,548	3,561	59,352,769	32	83,400
1999 Q	3,532	150,144,566	52,323,569	3,473	59,858,091	59	170,861
2000 Q	3,242	144,620,106	48,128,681	3,206	57,859,199	36	124,780

* The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995).

(1) Oceangoing traffic includes ships of 300 PC/UMS net tons and over, or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc.).

(2) Free traffic includes ships of the Colombian and Panamanian Governments and ships transiting for repairs by the Commission.

(3) Includes vessels under 300 PC/UMS net tons (or under 500 displacement tons for vessels assessed on displacement tonnage).

Table No. 2—Oceangoing Commercial Traffic by Months - First Quarter, Fiscal Years 2000 and 1999

	Number of Transits		PC/UMS Net Tonnage *		Long Tons of Cargo		Tolls	
	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99	1999-00	1998-99
October	1,036	1,134	19,484,609	20,154,468	16,681,116	18,383,520	\$ 48,630,142	\$ 50,622,856
November	980	1,077	18,465,533	19,581,779	15,481,602	17,260,883	46,202,769	48,983,384
December	1,059	1,114	19,891,840	19,663,726	15,965,961	16,631,610	49,604,127	49,293,251
Total	3,075	3,325	57,841,982	59,399,973	48,128,679	52,276,013	\$ 144,437,038	\$ 148,899,491
Average per month	1,025	1,108	19,280,661	19,799,991	16,042,893	17,425,338	\$ 48,145,679	\$ 49,633,164

* The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995) Included on deck cargo assessment, effective July 1, 1997

NOTE The above includes only commercial vessels of 300 PC/UMS net tons and over, or of 500 displacement tons and over on vessels paying tolls on a displacement tonnage basis Statistics on these vessels, except as relates to displacement tonnage, have been included in the table above

Table No. 3—Canal Traffic (1) by Flag of Vessel—First Quarter, Fiscal Year 2000

Flag	Number of Transits	Measured Tonnage		Tolls	Long Tons of Cargo
		Panama Canal/ UMS Net *	Documented/ Gross (2)		
Algeria.....	1	29,645	37,327	\$ 76,188	55,430
Antigua and Barbuda.....	36	486,431	549,953	1,243,202	355,333
Bahamas.....	226	3,228,573	3,855,227	8,185,164	1,995,677
Barbados.....	5	109,626	131,667	269,263	143,957
Belize.....	7	13,498	14,702	32,765	5,461
Bermuda.....	6	94,636	107,900	243,218	45,809
Brazil.....	1	-	4,653	5,148	-
Bulgaria.....	3	42,745	51,447	103,702	53,346
Cayman Islands.....	44	346,327	409,144	836,755	279,497
Chile.....	14	185,910	218,317	477,789	182,192
Colombia.....	38	42,597	45,641	110,415	22,164
Costa Rica.....	2	2,974	3,432	7,643	-
Croatia.....	6	133,673	152,433	342,808	158,289
Cuba.....	3	18,148	22,445	42,677	6,917
Cyprus.....	171	2,491,163	3,030,862	6,175,048	2,590,956
Denmark.....	46	1,265,812	1,495,909	3,240,833	935,294
Ecuador.....	17	156,827	187,489	386,263	213,513
Egypt.....	3	92,001	111,431	236,443	146,381
Estonia.....	1	12,825	16,502	32,960	20,480
Faroe Island.....	2	-	728	3,000	-
Federal Republic of Germany.....	41	850,698	970,750	2,183,127	692,221
France.....	12	178,780	217,490	466,276	142,005
Gibraltar.....	4	62,304	73,080	141,767	45,544
Greece.....	134	2,888,990	3,539,734	7,121,787	3,299,570
Guatemala.....	2	3,676	4,218	8,473	1,100
Guinea.....	2	1,166	793	3,000	114
Honduras.....	3	1,705	1,497	4,500	490
India.....	9	218,500	264,028	561,545	385,951
Indonesia.....	3	57,078	69,171	146,690	81,070
Isle of Man.....	8	120,092	145,215	300,639	140,060
Israel.....	26	908,701	1,027,606	2,335,362	714,711
Italy.....	30	461,051	539,440	1,141,047	467,018
Jamaica.....	2	778	92	2,000	-
Japan.....	36	1,043,939	1,070,792	2,484,333	165,426
Kuwait.....	3	36,628	46,307	87,684	36,547
Latvia.....	6	36,517	44,024	93,849	29,541
Lebanon.....	1	23,161	26,718	59,524	29,060
Liberia.....	416	9,717,958	11,408,261	24,180,581	7,393,564
Lithuania.....	5	14,232	17,043	33,407	4,945
Luxembourg.....	1	19,944	23,952	51,256	22,596
Malaysia.....	10	236,836	281,916	595,483	365,768
Malta.....	116	1,621,413	1,941,331	4,072,780	1,876,482
Marshall Islands.....	15	288,031	332,545	680,967	189,947
Mexico.....	4	34,768	43,568	81,401	24,010
Myanmar.....	3	38,932	46,452	100,055	59,413
Netherlands.....	71	1,330,691	1,561,659	3,335,239	682,999
Netherlands Antilles.....	22	245,777	282,445	604,322	38,262
Norway.....	98	2,432,924	2,828,652	6,122,987	1,990,867
Panama.....	793	15,853,158	17,889,369	39,183,500	12,909,599
People's Rep. of China.....	87	1,905,916	2,236,572	4,839,880	2,238,722
Philippines.....	52	1,116,344	1,260,079	2,743,063	1,233,595

Table No. 3—Canal Traffic (1) by Flag of Vessel—First Quarter, Fiscal Year 2000 (Continued)

Flag	Number of Transits	Measured Tonnage		Tolls	Long Tons of Cargo
		Panama Canal/ UMS Net *	Documented Gross (2)		
Poland.....	3	19,491	26,691	46,645	13,696
Romania.....	2	40,333	45,524	100,946	42,688
Russian Federation.....	12	123,794	144,691	304,396	100,804
Singapore.....	71	1,815,745	2,091,847	4,574,791	1,718,658
Slovakia.....	1	5,140	6,425	13,210	6,319
South Korea.....	16	432,561	483,157	1,082,270	416,381
Spain.....	5	23,508	27,684	59,348	6,614
Sri Lanka.....	2	17,518	20,596	45,021	8,083
St. Vincent and Grenadines.....	30	327,896	401,344	815,060	364,085
Sweden.....	11	563,062	572,529	1,447,069	49,349
Switzerland.....	4	84,098	103,021	217,632	153,825
Taiwan.....	17	573,154	648,910	1,473,392	430,681
Thailand.....	6	73,934	88,258	183,595	82,930
Turkey.....	22	348,318	417,643	895,177	535,359
Ukraine.....	3	36,314	44,063	87,357	20,668
United Kingdom.....	27	391,845	473,111	990,030	139,262
United States.....	139	2,074,932	2,392,274	5,303,451	1,352,462
Vanuatu.....	25	350,665	379,538	893,783	196,922
Venezuela.....	31	35,186	34,211	85,058	18,000
N/A.....	1	389	-	1,000	-
Totals.....	3,075	57,841,982	67,043,525	\$ 144,437,038	48,128,679

* The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995).

- (1) Includes only commercial vessels of 300 PC/UMS net tons and over, or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc)
- (2) Includes 14 transits where no registered tonnage was reported

NOTE: In Canal traffic statistics, foreign naval vessels such as transports, supply ships, tankers, etc., with a measurement of 300 PC/UMS net tons and over, and vessels of war, dredges, etc. with a displacement of 500 tons and over, are classified as oceangoing commercial vessels. Statistics on these vessels, except as related to displacement tonnage, have been included in the table above. As displacement tonnage cannot be combined with net tonnage, the following table shows statistics covering 7 vessels which transited the Canal during the first quarter of fiscal year 2000 and paid tolls on displacement tonnage.

Flag	Type	Number of Transits	Displacement Tonnage	Tolls
Brazil.....	Other	1	3,600	5,148
France.....	Navy	2	5,328	7,619
Mexico.....	Other	1	1,800	2,574
United States.....	Dredge	2	14,125	20,199
United States.....	Navy	1	45,218	64,661
Total		7	70,071	100,201

Table No. 4—Classification of Canal Traffic (1) by Type of Vessel – First Quarter, Fiscal Year 2000

Type of Vessel	Laden			Ballast			GRAND TOTAL
	Atlantic to Pacific	Pacific to Atlantic	Total	Atlantic to Pacific	Pacific to Atlantic	Total	
CARGO AND CARGO/PASSENGER SHIPS:							
Bulk Carriers:							
Dry Bulk Carriers:							
Number of transits	417	322	739	5	80	85	824
PC/UMS net tonnage (thousands) *†	9,296	6,332	15,628	80	1,813	1,893	17,522
Tolls (thousands of dollars)†	23,892 \$	16,273 \$	40,165 \$	164 \$	3,699 \$	3,863 \$	44,027 \$
Cargo (thousands of long tons)†	15,389	9,628	25,017	-	-	-	25,017
Dry/Liquid Bulk Carriers:							
Number of transits	6	1	7	-	2	2	9
PC/UMS net tonnage (thousands) *†	165	42	207	-	53	53	260
Tolls (thousands of dollars)†	424 \$	109 \$	532 \$	- \$	109 \$	109 \$	641 \$
Cargo (thousands of long tons) †	270	59	328	-	-	-	328
Vehicle Carriers:							
Number of transits	49	79	128	58	-	58	186
PC/UMS net tonnage (thousands) *†	2,245	3,477	5,722	2,551	-	2,551	8,273
Tolls (thousands of dollars)†	5,768 \$	8,937 \$	14,705 \$	5,203 \$	- \$	5,203 \$	19,909 \$
Cargo (thousands of long tons)†	116	407	523	-	-	-	523
Vehicle/Dry Bulk Carriers:							
Number of transits	6	4	10	-	2	2	12
PC/UMS net tonnage (thousands) *†	101	118	219	-	23	23	242
Tolls (thousands of dollars)†	258 \$	305 \$	563 \$	- \$	47 \$	47 \$	610 \$
Cargo (thousands of long tons)†	132	64	196	-	-	-	196
Container Cargo Ships:							
Container/Breakbulk Ships:							
Number of transits	75	61	136	2	7	9	145
PC/UMS net tonnage (thousands) *†	1,282	983	2,265	18	113	131	2,396
Tolls (thousands of dollars)†	3,295 \$	2,526 \$	5,821 \$	37 \$	230 \$	267 \$	6,088 \$
Cargo (thousands of long tons)†	1,097	882	1,979	-	-	-	1,979
Full Container Ships:							
Number of transits	205	194	399	1	1	2	401
PC/UMS net tonnage (thousands) *†	5,912	5,594	11,506	6	4	10	11,516
Tolls (thousands of dollars)†	15,193 \$	14,378 \$	29,570 \$	13 \$	8 \$	21 \$	29,591 \$
Cargo (thousands of long tons)†	4,051	3,841	7,892	-	-	-	7,892

General Cargo Ships:									
Number of transits	106	109	215	11	19	30	245		
PC/UMS net tonnage (thousands) *†	856	1,019	1,875	83	114	197	2,072		
Tolls (thousands of dollars)†	2,201 \$	2,619 \$	4,820 \$	170 \$	233 \$	403 \$	5,223		
Cargo (thousands of long tons)†	946	967	1,913	-	-	-	1,913		
Passenger Ships (2):									
Number of transits	58	37	95	3	1	4	99		
PC/UMS net tonnage (thousands) *†	2,192	1,523	3,714	48	17	65	3,779		
Tolls (thousands of dollars)†	5,633 \$	3,914 \$	9,546 \$	98 \$	34 \$	133 \$	9,679		
Cargo (thousands of long tons)†	-	-	-	-	-	-	-		
Refrigerated Cargo Ships:									
Number of transits	91	187	278	101	2	103	381		
PC/UMS net tonnage (thousands) *†	741	1,400	2,141	723	13	736	2,877		
Tolls (thousands of dollars)†	1,905 \$	3,609 \$	5,515 \$	1,475 \$	26 \$	1,501 \$	7,016		
Cargo (thousands of long tons)†	206	734	940	-	-	-	940		
Fishing Vessels:									
Number of transits	13	50	63	25	11	36	99		
PC/UMS net tonnage (thousands) *	12	55	66	32	4	36	103		
Tolls (thousands of dollars)†	32 \$	143 \$	175 \$	69 \$	16 \$	84 \$	259		
Cargo (thousands of long tons)†	-	40	40	-	-	-	40		
Tank Ships:									
Tankers									
Number of transits	228	122	350	19	108	127	477		
PC/UMS net tonnage (thousands) *†	3,694	1,674	5,368	309	1,821	2,130	7,498		
Tolls (thousands of dollars)†	9,493 \$	4,302 \$	13,795 \$	631 \$	3,715 \$	4,345 \$	18,140		
Cargo (thousands of long tons)†	6,214	2,355	8,569	-	-	-	8,569		
Liquid Gas Carriers:									
Number of transits	31	2	33	-	18	18	51		
PC/UMS net tonnage (thousands) *†	462	21	483	-	297	297	780		
Tolls (thousands of dollars)†	1,188 \$	53 \$	1,241 \$	- \$	606 \$	606 \$	1,847		
Cargo (thousands of long tons)†	453	1	454	-	-	-	454		
OTHER TYPE SHIPS:									
Naval Vessels									
Number of transits	-	-	-	1	2	3	3		
Displacement tonnage (thousands)†	-	-	-	3	48	51	51		
Tolls (thousands of dollars)†	- \$	- \$	- \$	4 \$	68 \$	72 \$	72		
Cargo (thousands of long tons)†	-	-	-	-	-	-	-		
Barges, Dredges, Drydocks, Tugs, etc									
Number of transits	29	49	78	25	36	65	143		
PC/UMS net tonnage (thousands) *†	232	138	370	50	104	154	524		

**Table No.5—Laden and Ballast Traffic by Flag of Vessel
First Quarter, Fiscal Year 2000**

Flag	Laden			Ballast		
	Number of	Panama Canal/UMS	Tolls	Number of	Panama Canal/UMS	Tolls
	Transits	Net Tonnage*		Transits	Net Tonnage*	
Algeria.....	1	29,645	76,188	-	-	-
Antigua and Barbuda.....	33	473,363	1,216,543	3	13,068	26,659
Bahamas.....	201	3,014,986	7,748,514	25	213,587	436,650
Barbados.....	4	86,086	221,241	1	23,540	48,022
Belize.....	3	8,693	22,341	4	4,805	10,424
Bermuda.....	4	93,470	240,218	2	1,166	3,000
Bulgaria.....	2	31,136	80,020	1	11,609	23,682
Cayman Islands.....	22	238,119	611,966	22	108,208	224,789
Chile.....	14	185,910	477,789	-	-	-
Colombia.....	21	26,405	69,666	17	16,192	40,750
Costa Rica.....	2	2,974	7,643	-	-	-
Croatia.....	5	132,292	339,990	1	1,381	2,817
Cuba.....	2	10,670	27,422	1	7,478	15,255
Cyprus.....	141	2,062,407	5,300,386	30	428,756	874,662
Denmark.....	42	1,242,453	3,193,104	4	23,359	47,728
Ecuador.....	14	124,573	320,154	3	32,254	66,109
Egypt.....	3	92,001	236,443	-	-	-
Estonia.....	1	12,825	32,960	-	-	-
Faroe Island.....	-	-	-	2	-	3,000
Federal Republic of Germany...	39	844,723	2,170,938	2	5,975	12,189
France.....	9	177,257	455,550	1	1,523	3,107
Gibraltar.....	2	27,674	71,122	2	34,630	70,645
Greece.....	104	2,317,447	5,955,839	30	571,543	1,165,948
Guatemala.....	1	1,838	4,724	1	1,838	3,750
Guinea.....	2	1,166	3,000	-	-	-
Honduras.....	2	1,122	3,000	1	583	1,500
India.....	9	218,500	561,545	-	-	-
Indonesia.....	3	57,078	146,690	-	-	-
Isle of Man.....	7	105,002	269,855	1	15,090	30,784
Israel.....	26	908,701	2,335,362	-	-	-
Italy.....	24	378,370	972,377	6	82,681	168,669
Jamaica.....	-	-	-	2	778	2,000
Japan.....	27	666,133	1,713,609	9	377,806	770,724
Kuwait.....	2	24,459	62,860	1	12,169	24,825
Latvia.....	6	36,517	93,849	-	-	-
Lebanon.....	1	23,161	59,524	-	-	-
Liberia.....	341	8,218,768	21,122,234	75	1,499,190	3,058,348
Lithuania.....	3	8,253	21,210	2	5,979	12,197
Luxembourg.....	1	19,944	51,256	-	-	-
Malaysia.....	9	211,957	544,729	1	24,879	50,753
Malta.....	103	1,443,580	3,710,001	13	177,833	362,779

**Table No.5—Laden and Ballast Traffic by Flag of Vessel
First Quarter, Fiscal Year 2000 (Continued)**

Flag	Laden			Ballast		
	Number of Transits	Panama Canal/UMS Net Tonnage*	Tolls	Number of Transits	Panama Canal/UMS Net Tonnage*	Tolls
Marshall Islands.....	10	176,195	452,821	5	111,836	228,145
Mexico.....	1	14,907	38,311	2	19,861	40,516
Myanmar.....	3	38,932	100,055	-	-	-
Netherlands.....	60	1,170,998	3,009,465	11	159,693	325,774
Netherlands Antilles.....	18	194,221	499,148	4	51,556	105,174
Norway.....	87	2,188,343	5,624,042	11	244,581	498,945
Panama.....	650	12,862,081	33,077,502	143	2,991,077	6,105,998
People's Rep. of China.....	78	1,795,284	4,613,880	9	110,632	226,000
Philippines.....	44	878,720	2,258,310	8	237,624	484,753
Poland.....	2	12,987	33,377	1	6,504	13,268
Romania.....	1	35,221	90,518	1	5,112	10,428
Russian Federation.....	7	97,842	251,454	5	25,952	52,942
Singapore.....	64	1,642,776	4,221,934	7	172,969	352,857
Slovakia.....	1	5,140	13,210	-	-	-
South Korea.....	15	377,068	969,065	1	55,493	113,206
Spain.....	4	21,494	55,240	1	2,014	4,109
Sri Lanka.....	2	17,518	45,021	-	-	-
St. Vincent and Grenadines.....	19	271,399	697,495	11	56,497	117,565
Sweden.....	11	563,062	1,447,069	-	-	-
Switzerland.....	3	84,098	216,132	1	-	1,500
Taiwan.....	16	572,571	1,471,892	1	583	1,500
Thailand.....	5	61,829	158,901	1	12,105	24,694
Turkey.....	22	348,318	895,177	-	-	-
Ukraine.....	2	25,050	64,379	1	11,264	22,979
United Kingdom.....	19	351,773	904,057	8	40,072	85,973
United States.....	109	1,836,972	4,727,205	27	237,960	491,386
Vanuatu.....	20	336,068	863,695	5	14,597	30,089
Venezuela.....	22	25,053	64,386	9	10,133	20,671
N/A.....	-	-	-	1	389	1,000
Total.....	2,531	49,565,578	127,415,601	537	8,276,404	\$ 16,921,236

* The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995)

Above table involves only commercial vessels of 300 PC/UMS net tons and over.



A vessel transits Culebra Cut, which is being widened from 152 meters to at least 192 meters along straight stretches and up to 222 meters on curves. The project, a colossal venture, is one of the Canal modernization and improvement program's most important components.

Table No. 6—Segregation of Transits [1] by Registered Gross Tonnage—First Quarter, Fiscal Year 2000

Flag	Under 2,000											40,000 and Over	Total [2]	Documented Gross Tonnage	Average Gross Tonnage Per Vessel
	Under 2,000	2,000 to 3,999	4,000 to 5,999	6,000 to 7,999	8,000 to 9,999	10,000 to 14,999	15,000 to 19,999	20,000 to 29,999	30,000 to 39,999	40,000 and Over					
Algeria	-	-	-	-	-	-	-	-	-	-	1	-	37,327	37,327	37,327
Antigua and Barbuda	-	5	7	-	4	2	-	-	18	-	36	-	549,953	549,953	15,276
Bahamas	3	9	22	15	22	69	21	-	32	18	226	15	3,855,227	3,855,227	17,059
Barbados	-	-	-	-	-	-	-	-	5	-	5	-	131,667	131,667	26,333
Belize	2	3	1	-	-	-	-	-	-	-	6	-	14,702	14,702	2,450
Bermuda	2	-	-	-	-	2	-	-	-	2	6	-	107,900	107,900	17,983
Bulgaria	-	-	-	-	-	2	-	-	1	-	3	-	51,447	51,447	17,149
Cayman Islands	9	1	5	4	5	14	-	-	3	2	43	-	409,144	409,144	9,515
Chile	-	-	-	-	-	10	3	-	-	-	14	1	218,317	218,317	15,594
Colombia	28	10	-	-	-	-	-	-	-	-	38	-	45,641	45,641	1,201
Costa Rica	2	-	-	-	-	-	-	-	-	-	2	-	3,432	3,432	1,716
Croatia	-	1	-	-	-	-	-	-	4	-	6	-	152,433	152,433	25,406
Cuba	-	1	-	-	2	-	-	-	-	-	3	-	22,445	22,445	7,482
Cyprus	-	5	9	10	20	31	33	41	21	1	171	-	3,030,862	3,030,862	17,724
Denmark	11	1	2	2	-	2	-	1	-	27	46	-	1,495,909	1,495,909	32,520
Ecuador	9	1	-	-	-	-	-	-	5	-	15	-	187,489	187,489	12,499
Egypt	-	-	-	-	-	-	-	-	3	-	3	-	111,431	111,431	37,144
Estonia	-	-	-	-	-	-	1	-	-	-	1	-	16,502	16,502	16,502
Faroe Island	2	-	-	-	-	-	-	-	-	-	2	-	728	728	364
Fed. Rep. of Germany	-	2	4	-	-	-	7	19	9	-	41	-	970,750	970,750	23,677
France	-	2	-	-	-	-	2	6	-	-	10	-	212,686	212,686	21,269
Gibraltar	-	-	-	-	-	-	3	1	-	-	4	-	73,080	73,080	18,270
Greece	-	-	-	1	6	22	16	35	49	5	134	-	3,539,734	3,539,734	26,416
Guatemala	-	2	-	-	-	-	-	-	-	-	2	-	4,218	4,218	2,109
Guinea	2	-	-	-	-	-	-	-	-	-	2	-	793	793	397
Honduras	3	-	-	-	-	-	-	-	-	-	3	-	1,497	1,497	499
India	-	-	-	-	-	-	-	-	2	1	9	-	264,028	264,028	29,336
Indonesia	-	-	-	-	-	-	2	-	-	-	3	-	69,171	69,171	23,057

Isle of Man	-	-	-	-	-	1	3	1	3	-	-	-	8	145,215	18,152
Israel	-	-	-	-	-	-	-	-	-	-	12	14	26	1,027,606	39,523
Italy	-	-	7	-	-	-	4	6	10	3	-	-	30	539,440	17,981
Jamaica	1	-	-	-	-	-	-	-	-	-	-	-	1	92	92
Japan	10	2	1	-	-	-	-	-	1	-	-	22	36	1,070,792	29,744
Kuwait	-	-	-	-	-	-	-	3	-	-	-	-	3	46,307	15,436
Latvia	-	-	3	2	-	-	1	-	-	-	-	-	6	44,024	7,337
Lebanon	-	-	-	-	-	-	-	-	1	-	-	-	1	26,718	26,718
Liberia	-	-	22	-	16	43	72	119	87	55	416	5	5	11,408,261	27,424
Lithuania	-	5	-	-	-	-	-	-	-	-	-	-	5	17,043	3,409
Luxembourg	-	-	-	-	-	-	-	-	1	-	-	-	1	23,952	23,952
Malaysia	-	-	-	-	-	-	1	5	3	-	-	-	10	281,916	28,192
Malta	-	1	7	16	2	26	29	19	15	1	116	-	116	1,941,331	16,736
Marshall Islands	-	-	-	-	-	3	1	9	2	-	15	-	15	332,545	22,170
Mexico	-	-	1	-	-	-	2	-	-	-	-	-	3	42,168	14,056
Myanmar	-	-	-	-	-	2	1	-	-	-	-	-	3	46,452	15,484
Netherlands	-	1	12	1	11	7	-	20	13	6	71	-	71	1,561,659	21,995
Netherlands Antilles	3	-	2	5	2	6	-	1	-	2	21	-	21	282,445	13,450
Norway	1	-	2	-	7	7	12	30	19	20	98	-	98	2,828,652	28,864
Panama	55	24	97	44	35	87	77	103	120	151	793	-	793	17,889,369	22,559
People's Rep. of China	1	-	-	-	2	14	14	28	18	10	87	-	87	2,236,572	25,708
Philippines	-	-	-	3	2	7	12	12	11	5	52	-	52	1,260,079	24,232
Poland	-	-	-	-	3	-	-	-	-	-	3	-	3	26,691	8,897
Romania	-	-	1	-	-	-	-	-	1	-	2	-	2	45,524	22,762
Russian Federation	3	-	-	-	-	6	2	1	-	-	12	-	12	144,691	12,058
Singapore	-	2	5	1	1	1	5	21	23	11	70	-	70	2,091,847	29,884
Slovakia	-	-	-	1	-	-	-	-	-	-	1	-	1	6,425	6,425
South Korea	-	-	-	-	-	2	1	6	5	2	16	-	16	483,157	30,197
Spain	-	2	-	1	2	-	-	-	-	-	5	-	5	27,684	5,537
Sri Lanka	-	-	-	-	-	2	-	-	-	-	2	-	2	20,596	10,298
St. Vincent and Grenad	3	-	1	2	2	7	7	6	1	-	29	-	29	401,344	13,839
Sweden	-	-	-	-	-	-	1	-	-	10	11	-	11	572,529	52,048
Switzerland	1	-	-	-	-	-	-	1	2	-	4	-	4	103,021	25,755
Taiwan	2	-	-	-	-	-	-	-	3	12	17	-	17	648,910	38,171
Thailand	-	-	-	-	-	5	1	-	-	-	6	-	6	88,258	14,710

Table No. 6—Segregation of Transits [1] by Documented Gross Tonnage—First Quarter, Fiscal Year 2000 (Continued)

Flag	Under 2,000		2,000 to 3,999		4,000 to 5,999		6,000 to 7,999		8,000 to 9,999		10,000 to 14,999		15,000 to 19,999		20,000 to 29,000		30,000 to 39,999		40,000 and over		Total [2]	Documented Gross Tonnage	Average Gross Tonnage Per Vessel
Turkey	-	-	-	5	-	-	-	-	-	3	2	9	3	-	-	-	3	-	-	22	417,643	18,984	
Ukraine	-	-	-	-	-	-	-	-	-	2	1	-	-	-	-	-	-	-	-	3	44,063	14,688	
United Kingdom	6	-	-	5	-	-	-	-	-	5	5	1	2	3	-	-	2	3	-	27	473,111	17,523	
United States	28	15	1	1	5	5	2	1	22	1	22	17	37	5	-	-	37	5	-	133	2,382,056	17,910	
Vanuatu	10	1	-	-	-	-	4	1	1	1	-	3	2	3	-	-	2	3	-	24	379,538	15,814	
Venezuela	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	34,211	1,104	
Total	228	96	195	142	151	400	366	599	494	384	3,055	67,022,450	21,939										
Percent of Total	7.5%	3.1%	6.4%	4.6%	4.9%	13.1%	12.0%	19.6%	16.2%	12.6%	100%												

[1] Includes only commercial vessels of 300 PC/UMS net tons and over. The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995).

[2] Excludes 7 vessels paying tolls on displacement tonnage basis and 13 transits where no registered tonnage was reported.



The *Rhapsody of the Seas* during a lockage at the Panama Canal. Although cruise ships do not compete with container cargo ships in terms of transits or tonnage at the Canal, they nonetheless represent a very important market both for the waterway and Panama's budding tourist industry.

Table No. 7—Principal Commodities Shipped through the Panama Canal During the First Quarter of Fiscal Years 1998 through 2000
(Thousands of Long Tons[†])

	South		North	
	Atlantic to Pacific		Pacific to Atlantic	
	FY 1998	FY 1999	FY 2000	FY 1998
Canned and Refrigerated Foods				
Canned Foods	314	325	1,174	1,151
Fish	1	10	20	18
Fruit	-	-	9	3
Milk	1	4	11	-
Other and unclassified	-	-	-	15
Refrigerated Foods	313	315	-	-
Bananas	9	24	1,153	1,132
Dairy products	59	3	485	433
Fish	10	43	32	24
Fruit, excluding bananas	4	3	76	140
Meat	231	3	45	79
Other and unclassified	2,121	1,917	31	25
Chemicals and Petroleum Chemicals.....	1,440	1,325	483	432
Chemicals	96	106	608	499
Caustic soda	1,344	1,219	538	402
Chemicals, misc	681	591	71	97
Petroleum Chemicals	46	1	64	56
Benzene	55	31	-	5
Toluene	581	559	7	37
Chemicals, petro, misc	838	567	1,808	2,074
Coal and Coke (excluding petroleum coke)	697	556	983	1,315
Coal	141	11	825	759
Coke	9,961	12,550	485	1,255
Grains.....	67	65	30	-
Barley	4,454	7,007	-	140
Corn	56	-	5	5
Oats	100	85	108	170
Rice	859	609	-	22
Sorghum	3,789	4,235	23	11
Soybeans	526	486	303	889
Wheat	110	64	16	18
Other and unclassified				

1,909	1,429	1,486	Lumber and Products.....	870	998	968
20	2	14	Boards and planks	177	125	194
11	-	-	Plywood, veneers, composition board	140	155	152
454	295	271	Pulpwood	491	661	561
1,424	1,133	1,201	Other and unclassified	62	57	61
193	179	246	Machinery and Equipment	465	409	384
17	7	10	Agricultural machinery and implements	3	4	16
113	112	209	Automobiles, trucks, accessories and parts	407	327	343
49	38	17	Construction machinery and equipment	34	67	23
2	4	5	Electrical machinery and apparatus	7	1	1
1	-	1	Motocycles, bicycles and parts	-	1	-
10	19	3	Other and unclassified.....	14	9	1
1,241	809	961	Manufactures of Iron and Steel	2,109	2,842	1,026
121	56	65	Angles, shapes, and sections	221	189	22
-	-	10	Nails, tacks, and spikes	1	-	4
519	366	427	Plates, sheets, and coils	1,230	1,589	551
98	42	49	Tubes, pipes, and fittings	73	174	92
149	141	87	Wire, bars, and rods	57	160	115
355	204	321	Other and unclassified	527	730	242
20	16	11	Minerals, miscellaneous	2,126	1,480	2,462
7	-	-	Asbestos	-	-	-
-	-	-	Borax	88	88	85
-	-	-	Infusorial earth	-	-	-
4	6	3	Salt	1,470	770	1,456
5	11	5	Soda and sodium compounds	143	151	89
4	-	2	Sulfur	425	471	832
3,531	3,791	2,523	Nitrates, Phosphates and Potash	214	92	316
143	222	51	Ammonium compounds	15	2	8
-	-	10	Fishmeal	82	38	131
-	33	7	Nitrate of soda	47	51	61
2,281	2,013	781	Phosphates	1	1	21
47	119	39	Potash	65	-	86
1,059	1,403	1,634	Fertilizers, miscellaneous	5	-	9
992	543	600	Ores and Metals	1,673	2,227	2,712
318	252	239	Ores.....	940	1,439	1,915
84	41	87	Alumina/bauxite	17	136	157
-	-	-	Chrome	-	15	-
15	10	11	Copper.....	247	301	255
101	69	-	Iron	23	284	205
-	-	15	Lead	34	39	38
18	-	-	Manganese	46	12	10

Table No. 7—Principal Commodities Shipped through the Canal During the First Quarter of Fiscal Years 1998 through 2000 (Continued)
(Thousands of Long Tons†)

Commodity	South Atlantic to Pacific		North Pacific to Atlantic	
	FY 1998	FY 1999	FY 2000	FY 1998
Ores and Metals —Continued				
Ores—Continued				
Tin	-	-	-	-
Zinc	7	-	182	174
Other and unclassified	93	131	391	479
Metals	674	292	733	789
Aluminum	181	43	-	80
Copper	10	-	489	416
Iron	55	47	67	115
Lead	-	-	55	35
Scrap	416	201	-	44
Tin, including tinplate	3	1	6	10
Zinc	1	-	103	76
Other and unclassified	8	-	13	12
Other Agricultural Commodities	75	102	573	960
Beans, edible	-	40	3	6
Cocoa and cacao beans	-	6	16	16
Coffee, raw and processed	-	-	3	-
Copra and coconuts	-	-	2	3
Cotton, raw	2	-	3	-
Molasses	19	5	129	290
Oilseeds	47	36	19	4
Peas, dry	-	2	7	-
Rubber, raw	-	-	20	34
Skins and hides	-	-	-	4
Sugar	7	12	371	-
Wool, raw	-	-	-	606
Petroleum and Petroleum Products	4,920	4,551	2,035	2,495
Asphalt	36	28	-	8
Crude oil	1,321	1,483	1,162	796
Diesel oil	1,310	728	52	26
Fuel oil, residual	698	652	51	87
Gasoline	671	892	184	381
Jet fuel	256	52	16	-

3	2		25	29	-
254	427	Kerosene	1	3	-
147	91	Liquefied gas	38	19	31
-	-	Lubricating oil	-	-	-
70	153	Orimulsion	496	1,062	494
154	424	Petroleum coke	11	84	30
5,328	5,152	Other and unclassified	4,880	4,070	3,845
		Miscellaneous			
-	-	Bricks and tile	-	-	4
41	-	Carbon black	11	-	-
343	7	Cement	424	196	39
226	276	Clay, fire and china	-	-	-
10	16	Fibers, plant	-	-	-
24	55	Flour, wheat	3	-	-
1	-	Glass and glassware	1	2	-
12	6	Groceries, miscellaneous	11	-	9
-	-	Liquors and wines	3	3	3
84	125	Marble and stone	22	-	-
3	2	Oil, coconut	13	52	27
7	-	Oil, fish	38	1	7
243	103	Oil, vegetable	50	54	80
285	172	Paper and paper products	138	120	246
-	-	Porcelainware	-	-	-
6	3	Resin	6	-	-
-	-	Rubber, manufactured	7	5	4
-	-	Seeds, excluding oilseeds	-	-	-
68	27	Slag, clinkers, and dross	40	35	37
4	19	Tallow	9	2	5
-	-	Textiles	-	-	-
-	-	Tobacco and manufactures	-	-	-
-	-	Wax, paraffin	22	20	11
3,828	4,055	Containerized cargo	3,832	3,471	3,206
143	285	All other and unclassified	248	107	168
31,444	29,109	Total	19,019	20,552	20,205

† Data given in thousands is subject to rounding differences. Note that commodities with tonnages less than 500 long tons are not shown, however, their tonnage is included in the totals

United Kingdom	-	-	65,507	-	65,507	-	-	-	31,313	-	-	-	31,313
Russian Federation	-	-	16,232	-	16,232	-	1,304	37,804	39,131	8,516	-	1,604	188,732
Federal Republic of Germany	-	-	-	-	150,610	-	-	-	-	183	-	-	183
Europe (other) (1)	4,997	-	269,782	274,779	-	1,954	8,661	3,885	-	37,091	5,134	18,036	72,807
Total Europe	5,496	18,437	965,655	989,588	41,070	14,589	46,123	44,252	171,037	17,380	-	19,644	315,583
Africa	46	-	53,471	53,517	83,964	-	-	-	-	-	-	-	137,793
Asia (Middle East)	-	-	26,804	26,804	-	-	-	-	-	-	-	-	-
GRAND TOTAL	66,241	18,437	3,190,824	3,275,502	263,330	247,591	429,279	727,284	818,251	354,944	132,107	125,163	3,158,840
Percent of Pacific-bound cargo	0.23	0.1	11.0	11.3	0.9	0.9	1.5	2.5	2.8	1.2	0.5	0.4	10.9

Table No. 8.—Origin and Destination of Commercial Cargo through the Panama Canal from Atlantic to Pacific during the First Quarter of Fiscal 2000 (Continued)
Segregated by Countries in Principal Trade Routes (Continued)
(Long Tons)

	To West Coast South America					To Oceania					
	Chile	Colombia	Ecuador	Peru	South America Other (1)	Total	Australia	French Oceania	New Zealand	Oceania (other)(1)	Total
East Coast North America:											
United States:											
North Atlantic ports	49,141	26,052	25,905	40,420	6,180	147,698	46,354	1,504	12,567	2,833	63,258
South Atlantic ports	69,969	37,573	60,606	65,882	3,727	237,757	76,344	1,709	5,467	5,559	89,079
Great Lakes ports	-	-	-	-	-	-	-	-	-	-	-
Gulf ports	420,302	451,961	295,195	504,567	12,663	1,684,688	557,766	-	21,791	23,318	602,875
United States (other) (1)	3,073	916	6,926	34,715	3,761	49,391	23,173	414	4,691	786	29,064
Total United States	542,485	516,502	388,632	645,584	26,331	2,119,534	703,637	3,627	44,516	32,496	784,276
East Coast Canada	13,449	-	18,900	821	-	33,170	3,384	-	1,070	305	4,759
East Coast Central America:											
Mexico	62,660	2,285	1,114	10,212	454	76,725	-	-	-	-	-
Panama	50,540	27,704	21,874	21,955	16,077	138,150	3,282	-	2,116	2,437	7,835
Central America (other) (1)	-	-	-	-	-	-	-	-	-	-	-
Cristobal, R.P. (2)	1,829	1,608	6,955	1,704	-	12,096	-	-	-	-	-
Total Central America	115,029	31,597	29,943	33,871	16,531	226,971	3,282	-	2,116	2,437	7,835
East Coast South America:											
Brazil	10,865	42	2,517	-	-	13,424	-	-	-	3,701	3,701
Colombia	145,198	19,114	25,070	247,396	3,178	439,956	-	-	-	-	-
Venezuela	309,665	30,686	178,793	322,955	8,234	850,333	-	-	-	-	-
South America (other) (1)	741	5,476	5,900	8,012	-	20,129	-	-	-	-	-
Total South America	466,469	55,318	212,280	578,363	11,412	1,323,842	-	-	-	3,701	3,701
West Indies:											
Cuba	-	3,220	408	-	-	3,628	-	-	-	-	-
Jamaica	1,514	1,109	423	876	4,619	8,541	40	-	30	110	180
Netherlands West Indies	56,104	-	2,929	-	12,857	71,890	-	95	-	-	95
Trinidad/Tobago	-	18,253	11,221	-	933	30,407	-	-	-	303	303
West Indies (other) (1)	43,827	11,321	18,974	30,910	1,061	106,093	-	-	-	-	-
Total West Indies	101,445	33,903	33,955	31,786	19,470	220,559	40	95	30	413	578
Europe:											
Belgium	33,789	3,959	16,210	24,710	16,657	95,325	1,193	11,110	2,692	3,682	18,677
France	4,303	1,085	663	1,731	1,753	9,535	10,919	47,104	2,665	3,393	64,081
Italy	12,425	292	3,454	3,259	18	19,448	589	3,177	592	20	4,378
Netherlands	13,429	1,483	10,820	6,682	4,340	36,754	22,054	6,233	19,286	2,875	50,448
Norway	-	-	-	-	-	-	-	-	-	-	-
Spain-Portugal	36,812	2,200	5,080	17,235	5,219	66,546	153	89	133	2,461	2,836
Sweden	6,883	-	-	5,305	571	12,759	22,762	-	10,184	769	33,715
United Kingdom	7,932	2,345	35,063	4,186	6,083	55,609	2,224	1,236	4,133	629	8,222
Russian Federation	43,609	36,852	79,314	71,569	4,831	236,175	-	-	-	-	-

Federal Republic of Germany	27,002	2,962	7,696	14,943	18,462	71,065	5,765	614	1,857	1,575	9,811
Europe (other) (1)	8,409	41,549	23,228	61,086	15,152	149,424	40	1,887	507	6,461	8,895
Total Europe	194,593	92,727	181,528	210,706	71,086	752,640	65,699	71,450	42,049	21,865	201,063
Africa	-	-	15,449	16,535	30,210	62,194	36	28	118,098	1,706	119,868
Asia (Middle East)	1,361	481	204	523	-	2,569	-	-	-	-	-
GRAND TOTAL	1,434,831	730,528	880,891	1,518,189	177,040	4,741,479	776,078	75,200	207,879	62,923	1,122,080
Percent of Pacific-bound cargo	4.9	2.5	3.0	5.2	0.6	16.3	2.7	0.3	0.7	0.2	3.9

Table No. 8.—Origin and Destination of Commercial Cargo through the Panama Canal from Atlantic to Pacific during the First Quarter of Fiscal 2000 (Continued)
Segregated by Countries in Principal Trade Routes (Continued)
(Long Tons)

	To Asia										% of total Pacific bound cargo		
	China (including Hong Kong)	Taiwan	Indonesia	Japan	Philippine Islands	Singapore	South Korea	Thailand	Russian Federation	Asia (other)(1)		Grand Total	
East Coast North America:													
United States:													
North Atlantic ports	347,799	187,534	-	292,188	49	6,081	408,677	6,143	-	35,289	1,283,760	1,539,720	5.3
South Atlantic ports	434,013	208,278	-	518,984	-	1,567	188,099	43,824	-	18,465	1,413,230	1,859,946	6.4
Great Lakes ports	-	-	-	18,748	-	-	-	-	-	463	19,211	19,211	0.1
Gulf ports	2,065,070	1,082,350	32,245	5,496,961	495,419	99,550	1,588,462	60,079	8,151	745,715	11,674,002	15,464,079	53.1
United States (other) (1)	81,972	103,751	-	90,703	260	1,408	39,876	206	-	47,589	365,765	444,764	1.5
Total United States	2,928,854	1,581,913	32,245	6,417,584	495,728	108,606	2,225,114	110,252	8,151	847,521	14,755,968	19,327,720	66.4
East Coast Canada	108,309	12,574	-	436,279	-	-	72,865	5,016	-	58,215	693,258	887,204	3.0
East Coast Central America													
Mexico	9,767	5,668	-	105,395	-	-	54,326	4,930	-	5,682	185,768	318,195	1.1
Panama	40,641	38,272	441	45,562	-	1,320	16,788	-	-	18,200	161,224	641,142	2.2
Central America (other) (1)	-	-	-	9,986	-	-	-	-	-	616	10,602	11,302	0.0
Cristobal, R. P. (2)	205	2,249	-	91	-	14	529	-	-	-	3,088	39,240	0.13
Total Central America	50,613	46,189	441	161,034	-	1,334	71,643	4,930	-	24,498	360,682	1,009,879	3.5
East Coast South America:													
Brazil	-	-	-	183,092	-	-	11,277	-	-	-	194,369	511,995	1.8
Colombia	41,538	-	-	-	-	-	283	-	-	8,256	50,077	854,661	2.9
Venezuela	1,968	-	-	212,811	-	-	28,770	-	-	-	243,549	2,052,934	7.1
South America (other) (1)	-	-	-	13,248	-	-	-	-	-	-	13,248	49,542	0.2
Total South America	43,506	-	-	409,151	-	-	40,330	-	-	8,256	501,243	3,469,132	11.9
West Indies:													
Cuba	-	-	-	638	-	-	-	-	-	-	638	18,251	0.1
Jamaica	16,404	1,915	-	3,718	-	-	21,155	-	-	4,235	47,427	76,284	0.3
Netherlands West Indies	-	-	-	33,786	-	-	-	-	-	-	33,786	831,644	2.9
Trinidad/Tobago	-	-	-	-	-	-	-	-	-	9,424	9,424	322,927	1.1
West Indies (other) (1)	6,398	1,601	-	1,948	-	-	13,242	-	-	10,622	33,811	267,774	0.9
Total West Indies	22,802	3,516	-	40,090	-	-	34,397	-	-	24,281	125,086	1,516,880	5.2
Europe:													
Belgium	638	755	-	1,583	-	-	-	-	-	-	2,976	270,134	0.9
France	1,302	-	-	106	-	-	55	-	-	-	1,463	106,666	0.4
Italy	-	-	-	-	-	-	2,030	-	-	-	2,030	175,739	0.6
Netherlands	2,159	892	-	1,082	-	21,412	75	-	-	-	25,620	237,759	0.8
Norway	-	-	-	30,914	-	-	-	-	-	-	30,914	48,029	0.2
Spain-Portugal	-	-	-	-	-	-	3,950	-	-	-	3,950	138,434	0.5
Sweden	-	-	-	-	-	-	-	-	-	-	-	48,818	0.2
United Kingdom	794	-	-	2,462	-	-	213	-	-	-	3,469	164,120	0.6
Russian Federation	-	-	-	5,458	-	-	-	-	-	-	5,458	446,597	1.5

Federal Republic of Germany	1,424	181	-	4,801	-	-	1,391	-	-	-	7,797	239,466	0.8
Europe (other) (1)	-	-	-	951	61	-	-	-	-	867	1,879	509,738	1.8
Total Europe	6,317	1,828	-	47,357	61	21,412	7,714	-	-	867	85,556	2,385,500	8.2
Africa	-	-	-	-	-	-	-	-	-	-	233	457,569	1.6
Asia (Middle East)	-	-	-	26,186	-	-	-	-	-	42	26,228	55,601	0.2
GRAND TOTAL	3,160,401	1,646,020	32,686	7,537,914	495,789	131,352	2,452,063	120,198	8,151	963,680	16,548,254	29,109,485	
Percent of Pacific-bound cargo	10.9	5.7	0.1	25.9	1.7	0.5	8.4	0.4	0.0	3.3	56.8		100%

(1) Includes cargo not routed to permit segregation between definite countries
(2) Includes both local and transshipped cargo

Table No. 9—Origin and Destination of Commercial Cargo through the Panama Canal from Pacific to Atlantic during the First Quarter of Fiscal Year 2000
Segregated by Countries in Principal Trade Routes
(Long Tons)

	To East Coast United States					To E. C. Canada		To East Coast Central America				
	North Atlantic Ports	South Atlantic Ports	Great Lakes Ports	Gulf Ports	United States (other)(1)	Total	Canada	Mexico	Panama	Central America (other)(1)	Cristobal R.P.(2)	Total
West Coast North America:												
United States:												
Alaska	5,547	2,828	-	492	-	8,867	565	-	314	-	-	314
Hawaii	-	1,914	-	10	-	1,924	-	-	-	-	3,248	3,248
Mainland	3,043	30,065	-	109,187	20,567	162,862	108,748	5,157	97,945	-	766	103,868
Total U.S.	8,590	34,807	-	109,689	20,567	173,653	109,313	5,157	98,259	-	4,014	107,430
West Coast Canada	61,065	20,409	-	23,322	4,806	109,602	-	27,034	-	-	-	27,034
West Coast Central America:												
Costa Rica	-	-	-	-	-	-	-	21,007	-	-	-	21,007
El Salvador	19,192	-	-	-	-	19,192	-	-	-	-	16,599	16,599
Guatemala	-	-	-	8,763	-	8,763	-	14,612	-	-	-	14,612
Honduras	-	-	-	-	-	-	-	-	-	-	-	-
Mexico	561,382	844	-	360,135	230	922,591	18,347	67,607	2,786	-	-	70,393
Nicaragua	-	-	-	-	-	-	-	-	-	-	-	-
Panama	37	5,424	-	-	-	5,461	-	255	3,366	-	-	3,621
Central America (other) (1)	-	-	-	-	-	-	1,260	-	-	452	-	452
Balboa, R.P. (2)	-	-	-	-	-	-	-	161	2,231	-	4,416	6,808
Total Central America	580,611	6,268	-	368,898	230	956,007	19,607	103,642	8,383	452	21,015	133,492
West Coast South America:												
Chile	909,836	88,580	-	363,413	47,299	1,409,128	162,287	81,840	45,990	5,258	7,814	140,902
Colombia	25,794	18,251	-	26,049	5,151	75,245	-	586	29,903	-	4,860	35,349
Ecuador	299,342	36,837	-	236,481	64,235	636,895	-	9,809	493,562	2	2,875	506,248
Peru	306,292	38,843	-	106,621	57,413	509,169	16,463	39,717	36,060	3,966	9,744	89,487
South America (other) (1)	12,747	538	-	16,301	124	29,710	25	19,014	45	-	-	19,059
Total South America	1,554,011	183,049	-	748,865	174,222	2,660,147	178,775	150,966	605,560	9,226	25,293	791,045
Oceania:												
Australia	114,044	19,398	31,715	155,845	20	321,022	105,548	-	19	-	-	19
British Oceania	-	-	-	-	-	-	-	-	-	-	-	-
New Zealand	58,692	15,758	-	36,610	64	111,124	1,808	-	2,417	-	-	2,417
Oceania (other) (1)	-	20	-	8,467	-	8,487	-	-	16	-	-	16
Total Oceania	172,736	35,176	31,715	200,922	84	440,633	107,356	-	2,432	-	-	2,452
Asia:												
China (including Hong Kong)	413,219	253,812	16,041	748,758	117,106	1,548,936	78,766	43,727	138,526	-	4,867	187,120
Taiwan	216,456	128,223	18,179	32,587	45,740	441,185	102,054	5,574	83,696	-	2,712	91,982
Indonesia	59,220	27,495	-	73,426	-	160,141	1,407	-	-	-	-	-
Japan	476,054	321,646	1,766	671,398	76,600	1,547,464	66,720	24,990	70,862	-	12,144	107,996
Philippine Islands	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	10,437	28,921	-	9,346	7,539	56,243	-	-	2,235	50	-	2,285
South Korea	217,280	124,851	13,528	417,513	40,528	813,700	34,069	22,866	46,789	3,307	15,870	88,832

Thailand	11,950	9,691	-	96,602	-	118,241	-	-	-	-	-	-	-
Russian Federation	-	-	-	-	-	-	3,722	-	-	-	-	-	-
Asia (other) (1)	117,338	56,660	-	189,405	32,917	396,320	12,874	14,355	42,099	-	-	9,378	65,832
Total Asia	1,512,485	951,299	49,514	2,239,035	320,410	5,092,763	299,612	111,512	184,207	3,357	44,971	544,047	
Antarctica	-	-	-	-	-	-	-	-	-	-	-	-	-
GRAND TOTAL	3,989,498	1,231,008	81,229	3,090,731	520,339	9,432,805	714,663	198,111	1,098,861	13,035	95,293	1,605,500	
Percent of Atlantic-bound cargo	20.6	6.5	0.4	19.4	2.7	49.6	3.8	2.1	5.8	0.1	0.5	8.4	

(1) Also includes cargo not routed to permit segregation between definite countries
(2) Includes both local and transshipped cargo

Table No. 9—Origin and Destination of Commercial Cargo through the Panama Canal from Pacific to Atlantic during the First Quarter of Fiscal Year 2000
Segregated by Countries in Principal Trade Routes (Continued)
(Long Tons)

	To East Coast South America					To West Indies							
	Brazil	Colombia	Venezuela	South America (other)(1)	Total	Cuba	Haiti/ Dominican Republic	Jamaica	Netherlands West Indies	Puerto Rico	Trinidad/ Tobago	West Indies (other)(1)	Total
West Coast North America:													
United States:													
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-
Mainland	52,633	39,435	41,666	1,144	134,878	-	-	4,725	13,524	6,202	-	8,804	33,255
Total U.S.	52,633	39,435	41,666	1,144	134,878	-	-	4,725	13,524	6,202	-	8,804	33,255
West Coast Canada													
	43,110	22,359	33,041	-	98,510	43,501	-	22	55,282	9,628	-	-	108,433
West Coast Central America													
Costa Rica	-	1,689	837	-	2,526	-	-	-	-	-	-	-	-
El Salvador	-	1,100	-	-	1,100	-	-	-	-	8,858	-	5,905	14,763
Guatemala	-	1,160	13,605	-	14,765	-	14,664	9,827	-	4,965	1,941	3,544	34,941
Honduras	-	-	-	-	-	1,999	-	-	-	-	-	3,387	5,386
Mexico	-	4,828	623	-	5,451	47,998	-	-	-	6,730	7,906	-	62,634
Nicaragua	-	-	-	-	-	-	-	308	-	-	-	-	308
Panama	-	1,434	-	-	1,434	-	1,737	-	-	6,658	-	-	8,395
Central America (other) (1)	-	14,166	10,657	-	24,823	-	-	-	-	3,674	-	-	3,674
Balboa, R.P. (2)	-	-	-	-	-	-	-	317	-	-	-	-	317
Total Central America	-	24,377	25,722	-	50,099	49,997	16,401	10,452	-	30,885	9,847	12,836	130,418
West Coast South America:													
Chile	1,189	73,592	61,236	-	136,017	20,095	19,138	7,448	-	-	56,610	62,470	165,761
Colombia	-	8,859	18,600	337	27,796	7,854	19,227	10,810	-	211	13,288	22,043	73,433
Ecuador	-	4,928	24,587	-	29,515	5,467	769	5,705	-	6,573	105,741	11,779	136,034
Peru	-	41,378	17,827	-	59,205	-	1,949	8,208	56,206	49,275	-	26,052	141,690
South America (other) (1)	-	5,232	1,084	-	6,316	8	-	-	-	403	-	157	568
Total South America	1,189	133,989	123,334	337	258,849	33,424	41,083	32,171	56,206	56,462	175,639	122,501	517,486
Oceania:													
Australia	-	-	-	-	-	-	-	4,866	-	-	-	-	4,866
British Oceania	-	-	-	69	69	-	-	-	-	-	-	-	-
New Zealand	-	-	7,622	-	7,622	-	135	8,782	-	-	-	-	8,917
Oceania (other) (1)	-	-	-	-	-	-	-	1,644	-	-	-	8,872	10,516
Total Oceania	-	-	7,622	69	7,691	-	135	15,292	-	-	-	8,872	24,299
Asia:													
China (including Hong Kong)	4,862	7,983	10,337	45	23,227	70,819	17,210	20,568	2,293	12,045	-	5,099	128,034
Taiwan	188	403	75	602	1,268	-	475	8,778	-	-	-	-	9,253
Indonesia	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	28,847	18,833	1,519	49,199	-	11,777	17,941	1,300	22,916	577	5,926	60,437
Philippine Islands	-	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	313	-	-	-	-	-	313
South Korea	-	5,950	3,293	563	9,806	2,059	1,793	36,997	1,519	19,804	1,153	3,615	66,940
Thailand	-	-	-	-	-	-	-	-	28,214	-	-	-	28,214
Russian Federation	-	-	-	-	-	-	-	-	-	-	-	-	-
Asia (other) (1)	-	10,711	9,470	3,113	23,294	24,605	2,475	13,637	-	25,206	-	-	65,923

Total Asia	5,050	51,894	42,008	5,842	106,794	97,483	34,043	97,921	33,126	79,971	1,730	14,640	359,114
Antarctica	-	-	-	-	-	-	-	-	-	-	-	-	-
GRAND TOTAL	101,982	274,054	273,193	7,392	656,821	224,405	91,662	160,583	158,338	183,148	187,216	167,653	1,173,005
Percent of Atlantic-bound cargo	0.5	1.4	1.4	0.0	3.5	1.2	0.5	0.8	0.8	1.0	1.0	0.9	6.2

Table No. 9—Origin and Destination of Commercial Cargo through the Panama Canal from Pacific to Atlantic during the First Quarter of Fiscal Year 2000
Segregated by Countries in Principal Trade Routes (Continued)
(Long Tons)

To Europe														
Belgium	Denmark	Finland	France	Italy	Nether-lands	Spain/ Portugal	Sweden	United Kingdom	Russian Federation	Yugo- slavia	Fed. Rep. of Germany	Europe other (1)	Total	
West Coast North America:														
United States:														
Alaska	-	2	-	153	5,419	3,836	-	-	11,874	-	-	4,225	2,569	28,078
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mainland	336,190	-	-	78,054	56,839	211,641	156,335	104	65,583	736	-	105,400	146,286	1,157,168
Total U.S.	336,190	2	-	78,207	62,258	215,477	156,335	104	77,457	736	-	109,625	148,855	1,185,246
West Coast Canada														
213,161	-	-	-	81,103	359,328	194,005	186,567	56,887	99,806	-	-	69,004	121,477	1,381,338
West Coast Central America:														
Costa Rica	-	-	-	-	-	-	-	-	-	-	-	-	-	-
El Salvador	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Guatemala	-	-	-	-	-	-	11,776	-	-	-	-	-	-	11,776
Honduras	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mexico	127,118	-	-	435	6,194	821	8,794	-	884	-	-	1,745	-	145,991
Nicaragua	-	-	-	-	-	5,362	-	-	-	-	-	-	-	5,362
Panama	-	-	-	-	-	950	313	-	-	-	-	2,318	-	3,581
Central America (other) (1)	-	-	-	-	-	-	1,671	-	-	-	-	3,797	-	5,468
Balboa, R.P. (2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Central America	127,118	-	-	435	6,194	7,133	22,554	-	884	-	-	7,860	-	172,178
West Coast South America:														
Chile	99,397	4,971	15,550	73,477	108,071	39,143	66,736	10,718	44,461	-	-	245,650	15,734	723,908
Colombia	3,438	-	-	2,816	-	9,402	1,431	-	7,805	4,287	-	26,758	31,170	87,107
Ecuador	54,936	-	-	2,879	111,204	15,817	20,028	-	4,084	71,217	4,720	87,992	109,695	482,572
Peru	107,157	4,922	-	23,464	24,693	38,490	42,198	-	18,102	-	-	80,641	38,712	378,379
South America (other) (1)	3,960	-	-	1,656	739	7,463	14,192	-	5,611	-	-	4,035	15,850	53,506
Total South America	268,888	9,893	15,550	104,292	244,707	110,315	144,585	10,718	80,063	75,504	4,720	445,076	211,161	1,725,472
Oceania:														
Australia	-	-	-	-	-	-	-	-	184	-	-	-	-	184
British Oceania	-	-	-	-	-	45	19,192	-	48,106	-	-	-	-	67,343
New Zealand	-	-	-	-	-	-	4,997	-	-	19,545	-	-	8,033	32,575
Oceania (other) (1)	-	-	-	-	-	7,227	-	-	24,310	-	-	-	-	31,537
Total Oceania	-	-	-	-	-	7,272	24,189	-	72,600	19,545	-	-	8,033	131,639
Asia:														
China (including Hong Kong)	1,385	-	-	2,010	-	1,993	-	-	-	-	-	7,025	188	12,601
Taiwan	-	-	-	490	-	20	-	-	-	-	-	-	303	813
Indonesia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	1	-	-	402	-	4,491	3,248	-	172	-	-	121	11,597	20,032
Philippine Islands	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Korea	188	-	-	2,589	-	3,620	16	-	13,244	-	-	2,779	1,520	23,956
Thailand	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Russian Federation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Asia (other) (1)	438	-	-	-	-	-	65	-	195	-	-	74	7,723	8,495

[illegible]

Table No. 9—Origin and Destination of Commercial Cargo through the Panama Canal from Pacific to Atlantic during the First Quarter of Fiscal Year 2000
Segregated by Countries in Principal Trade Routes (Continued)
(Long Tons)

	To Asia (Middle East)		To Africa							Grand Total	% of Total Atlantic bound cargo	
	Asia (Middle East)		Algeria	Egypt	Morocco	South Africa	Tunisia	Africa (other)(1)	Total			
West Coast North America												
United States												
Alaska		9,028	-	-	-	-	-	-	-	-	46,852	0.2
Hawaii		-	-	-	-	-	-	-	-	-	5,172	0.03
Mainland		55,629	-	117,407	54,008	-	-	-	-	171,415	1,927,823	10.1
Total U.S.		64,657	-	117,407	54,008	-	-	-	-	171,415	1,979,847	10.4
West Coast Canada												
		54,131	62,006	2,130	218,693	4,923	-	37,892	-	325,644	2,104,692	11.1
West Coast Central America												
Costa Rica		-	-	-	-	-	-	-	-	-	23,533	0.1
El Salvador		-	-	-	-	-	-	-	-	-	51,654	0.3
Guatemala		-	-	-	39,368	-	-	-	-	39,368	124,225	0.7
Honduras		-	-	-	-	-	-	-	-	-	5,386	0.0
Mexico		-	-	-	-	-	-	-	-	-	1,276,376	6.7
Nicaragua		4,318	46,651	-	-	-	-	-	-	46,651	5,670	0.0
Panama		-	-	-	-	-	-	-	-	-	22,492	0.1
Central America (other) (1)		-	-	-	-	-	-	-	-	-	35,677	0.2
Balboa, R.P. (2)		-	-	-	-	-	-	-	-	-	7,125	0.0
Total Central America		4,318	46,651	-	-	39,368	-	-	-	86,019	1,552,138	8.2
West Coast South America												
Chile		-	-	5,905	-	-	-	-	312	6,217	2,744,220	14.4
Colombia		-	-	-	-	-	-	-	-	-	298,930	1.6
Ecuador		33,258	-	-	-	-	-	-	108	108	1,824,630	9.6
Peru		11,523	5,812	-	2,424	-	-	-	-	8,236	1,214,152	6.4
South America (other) (1)		-	889	-	-	-	-	-	57	6,946	116,130	0.6
Total South America		44,781	12,701	5,905	2,424	-	-	-	477	21,507	6,198,062	32.6
Oceania												
Australia		-	-	-	-	-	-	-	-	-	431,639	2.3
British Oceania		-	-	-	-	-	-	-	-	-	67,412	0.4
New Zealand		-	-	-	-	-	-	-	-	-	164,463	0.9
Oceania (other) (1)		-	-	-	-	-	-	-	-	-	50,556	0.3
Total Oceania		-	-	-	-	-	-	-	-	-	714,070	3.8
Asia												
China (including Hong Kong)		54	-	-	-	-	814	-	-	-	1,978,738	10.4
Taiwan		-	-	-	-	-	-	-	-	814	647,369	3.4
Indonesia		-	-	-	-	-	-	-	-	-	161,548	0.8
Japan		266	-	-	-	-	-	939	-	939	1,853,053	9.7
Philippine Islands		-	-	-	-	-	-	-	-	-	10,531	0.1
Singapore		-	-	-	-	-	-	-	50	50	58,891	0.3
South Korea		-	-	-	-	-	-	-	30	30	1,037,333	5.5

Thailand	-	-	-	-	-	-	-	-	146,457	0.8
Russian Federation	-	-	-	-	-	-	-	-	3,722	0.0
Asia (other) (1)	5	-	-	-	-	-	-	-	572,743	3.0
Total Asia	325	-	-	814	-	1,019	1,833	-	6,470,385	34.0
Antarctica	-	-	-	-	-	-	-	-	-	0.0
GRAND TOTAL	168,212	121,358	125,442	314,493	5,737	39,388	606,418	19,019,194		
Percent of Atlantic-bound cargo	0.9	0.6	0.7	1.7	0.0	0.2	3.2			100.0%

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO WEST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	1	-	1
Refrigerated foods	1	-	1
Other and unclassified	1	-	1
Chemicals and petroleum chemicals	334	170	468
Chemicals	297	142	307
Caustic soda	37	24	15
Chemicals, misc	260	118	293
Petroleum chemicals	37	29	160
Toluene	19	29	32
Chemicals, petro, misc	17	-	128
Grains	57	20	-
Corn	-	18	-
Soybeans	57	-	-
Wheat.....	-	2	-
Lumber and products	-	-	15
Pulpwood	-	-	15
Machinery and equipment	4	3	1
Automobiles, trucks, accessories and parts	3	2	-
Construction machinery and equipment	1	-	1
Other and unclassified.....	-	1	-
Nitrates, Phosphates and Potash:.....	37	-	-
Fertilizers, miscellaneous	37	-	-
Petroleum and petroleum products	96	227	180
Crude Oil	-	105	-
Gasoline	10	43	38
Jet fuel	33	-	72
Lubricating oil	6	52	47
Other and unclassified	47	26	24
Miscellaneous	34	15	49
Containerized cargo	33	14	48
All other and unclassified	2	1	1
Total	563	435	714
EAST COAST OF THE UNITED STATES TO WEST COAST OF CANADA:			
Chemicals and petroleum chemicals	-	67	-
Chemicals	-	37	-
Caustic soda	-	20	-
Chemicals, misc.....	-	16	-
Petroleum Chemicals.....	-	30	-
Chemicals, petro, misc.....	-	30	-
Lumber and Products	76	78	-
Other and unclassified.....	76	78	-
Ores and Metals.....	3	-	-
Metals.....	3	-	-
Other and unclassified.....	3	-	-
Miscellaneous	22	19	28
Clay, fire and china	22	19	18
Paper and paper products	-	-	10
Total.....	101	164	28

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO WEST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	-	-	1
Refrigerated foods	-	-	1
Other and unclassified	-	-	1
Chemicals and petroleum chemicals	11	8	10
Chemicals	10	8	9
Caustic soda	5	2	4
Chemicals, misc	5	6	5
Petroleum chemicals	1	-	1
Benzene	1	-	1
Coal and coke (excluding petroleum coke)	-	-	76
Coal	-	-	76
Grains	749	540	426
Barley	34	-	7
Corn	350	279	197
Rice	12	26	18
Sorghum	45	-	6
Soybeans	149	125	90
Wheat	122	110	107
Other and unclassified	38	-	2
Lumber and products	-	-	1
Other and unclassified	-	-	1
Machinery and equipment	-	-	2
Agricultural machinery and implements	-	-	1
Automobiles, trucks, accessories and parts	-	-	1
Manufactures of iron and steel	-	-	3
Tubes, pipes and fittings	-	-	3
Minerals, miscellaneous	-	9	-
Soda and sodium compounds	-	9	-
Nitrates, phosphates and potash	87	96	28
Ammonium compounds	-	17	-
Phosphates	3	32	20
Potash	6	-	-
Fertilizers, miscellaneous	78	48	8
Other agricultural commodities	2	-	3
Beans, edible	1	-	-
Oilseeds	-	-	3
Petroleum and petroleum products	36	56	295
Diesel oil	31	13	112
Fuel oil, residual	-	14	105
Gasoline	-	-	44
Jet fuel	-	-	9
Kerosene	-	-	3
Liquefied gas	5	27	10
Lubricating oil	-	2	6
Other and unclassified	-	-	5
Miscellaneous	25	31	28
Oil, vegetable	8	12	5
Paper and paper products	-	-	3
Tallow	11	15	1
Containerized cargo	2	4	14
All other and unclassified	3	1	6
Total	910	742	873

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO WEST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	14	12	14
Canned foods	-	1	-
Fruit	-	1	-
Refrigerated foods	14	11	14
Other and unclassified	14	11	14
Chemicals and petroleum chemicals	65	68	98
Chemicals	61	62	89
Caustic soda	10	19	27
Chemicals, misc	51	44	62
Petroleum chemicals	4	6	8
Benzene	-	-	1
Toluene	-	-	1
Chemicals, petro, misc	4	5	6
Coal and Coke (excluding petroleum coke)	3	86	49
Coal	3	86	49
Grains	1,297	1,136	700
Barley	-	34	-
Corn	920	749	311
Rice	18	40	56
Soybeans	88	78	154
Wheat	267	231	173
Other and unclassified	4	2	5
Lumber and products	1	1	2
Plywood, veneers, composition board	-	-	1
Pulpwood	-	1	-
Other and unclassified	1	-	-
Machinery and equipment	16	24	46
Agricultural machinery and implements	2	-	5
Automobiles, trucks, accessories and parts	9	11	19
Construction machinery and equipment	4	9	19
Electrical machinery and apparatus	-	1	-
Other and unclassified	1	2	2
Manufactures of iron and steel	7	17	46
Angles, shapes, and sections	-	-	1
Plates, sheets and coils	1	4	2
Tubes, pipes and fittings	4	12	31
Other and unclassified	2	-	12
Minerals, miscellaneous	1	-	4
Soda and sodium compounds	1	-	4
Nitrates, phosphates and potash	96	84	97
Ammonium compounds	-	6	7
Nitrate of soda	-	6	-
Phosphates	11	24	9
Potash	-	23	-
Fertilizers, miscellaneous	85	25	81
Ores and metals	9	-	25
Ores	5	-	25
Other and unclassified	5	-	25
Metals	4	-	-
Other and unclassified	3	-	-
Other agricultural commodities	13	23	15
Beans, edible	1	-	-
Cotton, raw	-	-	1
Oilseeds	12	15	7
Peas, dry	-	2	-
Sugar	-	6	7

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tonst)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO WEST COAST OF SOUTH AMERICA—Continued			
Petroleum and petroleum products	127	354	418
Diesel oil	-	77	233
Fuel oil, residual	-	46	-
Gasoline	102	141	141
Jet fuel	-	1	8
Kerosene	2	-	-
Liquefied gas.....	-	9	-
Lubricating oil	23	4	9
Petroleum coke	-	75	-
Other and unclassified	-	-	26
Miscellaneous	471	482	717
Cement.....	4	-	-
Clay, fire and china	1	16	-
Flour, wheat	9	1	17
Groceries, miscellaneous	5	-	12
Oil, vegetable	-	4	21
Paper and paper products	53	70	96
Resin	-	-	2
Seeds, exlcuding oilseeds	-	5	-
Tallow	5	15	2
Containerized cargo	378	359	544
All other and unclassified	15	12	22
Total	2,120	2,285	2,230
EAST COAST OF THE UNITED STATES TO BALBOA, R.P.:			
Chemicals and petroleum chemicals	6	2	-
Chemicals	6	2	-
Caustic soda	1	1	-
Chemicals, misc	5	1	-
Grains	84	177	103
Barley	-	7	-
Corn	41	89	49
Rice	-	7	17
Sorghum	-	-	5
Soybeans	16	50	12
Wheat	27	24	15
Other and unclassified	-	-	5
Machinery and equipment	1	1	-
Automobiles, trucks, accessories and parts	1	1	-
Minerals, miscellaneous	-	1	-
Soda and sodium compounds	-	1	-
Ores and metals.....	-	6	-
Ores	-	6	-
Other and unclassified	-	6	-
Other agricultural commodities	-	-	1
Oilseeds	-	-	1
Petroleum and petroleum products	2	39	151
Diesel oil	-	7	95
Fuel oil, residual	-	32	10
Gasoline	-	-	20
Lubricating oil	2	-	3
Petroleum coke	-	-	23
Miscellaneous	1	1	1
Oil, vegetable	-	1	-
Tallow	-	-	1
Total	94	226	256

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO OCEANIA:			
Canned and refrigerated foods	12	11	6
Canned Foods	-	1	-
Fruit	-	1	-
Refrigerated Foods	12	11	6
Other and unclassified	12	11	6
Chemicals and petroleum chemicals	195	126	111
Chemicals	195	116	109
Caustic soda	116	38	37
Chemicals, misc	80	79	72
Petroleum chemicals	-	9	2
Chemicals, petro, misc	-	9	2
Coal and Coke (excluding petroleum coke)	-	-	21
Coke	-	-	21
Grains	42	33	56
Corn	-	-	42
Sorghum	-	-	15
Soybeans	36	33	-
Wheat	5	-	-
Lumber and products	-	-	4
Pulpwood	-	-	3
Other and unclassified	-	-	1
Machinery and equipment	104	8	14
Agricultural machinery and implements	3	1	4
Automobiles, trucks, accessories and parts	100	5	7
Construction machinery and equipment	2	2	2
Nitrates, phosphates and potash	154	177	274
Phosphates	72	63	193
Fertilizers, miscellaneous	83	114	80
Ores and metals	24	-	-
Metals	24	-	-
Aluminum	24	-	-
Petroleum and petroleum products	81	90	60
Diesel oil	-	-	18
Liquefied gas	46	50	41
Lubricating oil	4	4	-
Petroleum coke	32	36	-
Other and unclassified	-	-	1
Miscellaneous	171	174	197
Clay, fire and china	8	11	1
Paper and paper products	-	-	1
Resin	-	-	4
Containerized cargo	157	157	181
All other and unclassified	6	6	10
Total	784	620	742
EAST COAST OF THE UNITED STATES TO ASIA:			
Canned and refrigerated foods	225	153	152
Canned foods	2	8	1
Fruit	-	3	1
Other and unclassified	2	5	-
Refrigerated foods	223	145	151
Fruit, excluding bananas	9	3	9
Meat	14	3	4
Other and unclassified	200	140	138

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons⁺)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO ASIA—Continued			
Chemicals and petroleum chemicals	1,950	1,306	1,200
Chemicals	1,301	816	724
Chemicals, misc	1,301	816	724
Petroleum chemicals	649	490	476
Benzene	77	-	31
Toluene	-	-	18
Chemicals, petro, misc	573	490	426
Coal and coke (excluding petroleum coke)	116	400	481
Coal	116	400	366
Coke	-	-	114
Grains	7,562	9,928	8,570
Barley	-	-	58
Corn	3,946	5,485	3,855
Oats	-	-	56
Rice	10	-	-
Sorghum	246	606	832
Soybeans	3,131	3,729	3,462
Wheat	91	65	230
Other and unclassified	138	43	78
Lumber and products	1,196	1,094	1,507
Plywood, veneers, composition board	-	-	1
Pulpwood	147	178	240
Other and unclassified	1,049	916	1,266
Machinery and equipment	12	29	40
Agricultural machinery and implements	2	-	1
Automobiles, trucks, accessories and parts	6	14	15
Construction machinery and equipment	2	11	15
Electrical machinery and apparatus	-	1	1
Motorcycles, bicycles and parts	-	-	1
Other and unclassified	1	3	7
Manufactures of iron and steel	101	39	44
Angles, shapes, and sections	-	1	-
Plates, sheets and coils	6	-	2
Tubes, pipes and fittings	6	2	2
Other and unclassified	89	37	40
Nitrates, phosphates and potash	1,116	2,131	1,818
Ammonium compounds	3	56	14
Fishmeal	10	-	-
Phosphates	452	1,288	1,350
Potash	-	47	27
Fertilizers, miscellaneous	651	739	427
Ores and metals	171	206	538
Ores	54	4	95
Alumina/bauxite	47	-	67
Iron	-	-	24
Other and unclassified	7	4	5
Metals	117	201	443
Aluminum	-	-	34
Scrap	117	201	409
Other agricultural commodities	61	47	22
Beans, edible	-	40	-
Molasses	4	5	19
Oilseeds	55	2	3
Rubber, raw	2	-	-

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF THE UNITED STATES TO ASIA—Continued			
Petroleum and petroleum products	270	133	150
Diesel oil	-	-	18
Gasoline	2	-	1
Liquefied gas	130	94	35
Lubricating oil	26	17	33
Petroleum coke	109	22	46
Other and unclassified	2	-	16
Miscellaneous	1,974	2,020	2,070
Carbon black	-	53	41
Clay, fire and china	205	187	187
Flour, wheat	35	-	-
Groceries, miscellaneous	1	-	-
Marble and stone	6	7	17
Oil, coconut	2	-	3
Oil, fish	-	4	7
Oil, vegetable	69	260	218
Paper and paper products	58	-	94
Tallow	3	2	-
Containerized cargo	1,523	1,498	1,489
All other and unclassified	72	8	15
Total	14,756	17,487	16,593
EAST COAST OF CANADA TO WEST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	1	1	2
Refrigerated foods	1	1	2
Other and unclassified	1	1	2
Miscellaneous	19	13	11
Paper and paper products	-	-	1
Containerized cargo	18	13	10
All other and unclassified	1	-	-
Total	20	14	13
EAST COAST OF CANADA TO WEST COAST OF CANADA:			
Miscellaneous	-	-	4
Paper and paper products	-	-	4
Total	-	-	4
EAST COAST OF CANADA TO WEST COAST OF CENTRAL AMERICA:			
Grains	33	18	21
Wheat	33	-	-
Other and unclassified	-	18	21
Manufactures of Iron and Steel	1	-	-
Other and unclassified	1	-	-
Ores and metals	-	54	-
Ores	-	54	-
Other and unclassified	-	54	-
Other Agricultural Commodities	19	18	-
Oilseeds	19	18	-
Miscellaneous	83	56	57
Marble and stone	83	56	57
Total	136	147	77

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF CANADA TO WEST COAST OF SOUTH AMERICA:			
Grains	19	23	-
Wheat	19	23	-
Manufactures of iron and steel	1	-	-
Other and unclassified	1	-	-
Petroleum and petroleum products	7	34	-
Gasoline.....	-	28	-
Lubricating oil	7	6	-
Miscellaneous	7	21	20
Paper and paper products	6	18	20
Containerized cargo	-	3	-
Total	33	78	20
EAST COAST OF CANADA TO OCEANIA:			
Lumber and products	-	-	1
Other and unclassified	-	-	1
Manufactures of iron and steel	-	-	1
Tubes, pipes and fittings	-	-	1
Miscellaneous	5	9	6
Containerized cargo	5	9	4
All other and unclassified	-	-	2
Total	5	10	8
EAST COAST OF CANADA TO ASIA:			
Canned and refrigerated foods	22	17	15
Refrigerated foods	22	17	15
Other and unclassified	22	17	15
Grains	294	552	69
Corn	221	371	-
Soybeans	72	182	69
Lumber and products	120	115	104
Pulpwood	46	40	66
Other and unclassified	75	74	38
Machinery and equipment	-	2	-
Agricultural machinery and implements	-	2	-
Manufactures of iron and steel	5	3	22
Plates, sheets, and coils	5	-	6
Tubes, pipes, and fittings	-	-	1
Wires, bars and rods	-	3	1
Other and unclassified	-	-	14
Ores and metals	5	34	29
Ores	5	34	17
Copper	-	-	5
Lead	5	-	-
Other and unclassified	-	34	12
Metals	-	-	12
Copper	-	-	5
Scrap	-	-	-
Other agricultural commodities	-	-	17
Oilseeds	-	-	17
Petroleum and petroleum products	36	-	-
Gasoline	36	-	-
Miscellaneous	210	200	105
Marble and stone	3	11	10
Oil, vegetable	24	-	-

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	<i>2000</i>	<i>1999</i>	<i>1998</i>
EAST COAST OF CANADA TO ASIA—Continued			
Paper and paper products	31	24	24
Seeds, excluding oilseeds	-	73	-
Slag, clinkers, and dross	27	17	-
Containerized cargo	82	75	67
All other and unclassified	43	-	3
Total	693	924	361
EAST COAST OF CENTRAL AMERICA TO WEST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	15	5	5
Refrigerated foods	15	5	5
Other and unclassified	15	5	5
Petroleum and petroleum products	103	53	49
Diesel oil.....	50	-	-
Fuel oil, residual	53	53	49
Miscellaneous	69	35	19
Containerized cargo	68	35	19
All other and unclassified.....	1	-	-
Total	187	93	73
EAST COAST OF CENTRAL AMERICA TO WEST COAST OF CENTRAL AMERICA:			
Manufactures of iron and steel	-	-	1
Tubes, pipes, and fittings	-	-	1
Minerals, miscellaneous.....	2	-	-
Salt.....	2	-	-
Nitrates, phosphates and potash	-	90	-
Ammonium compounds	-	65	-
Fertilizers, miscellaneous	-	25	-
Petroleum and petroleum products	54	-	45
Diesel oil	-	-	45
Fuel oil, residual	47	-	-
Other and unclassified	6	-	-
Miscellaneous	3	43	60
Cement	-	40	57
Containerized cargo	3	-	3
All other and unclassified	-	3	-
Total	59	133	106
EAST COAST OF CENTRAL AMERICA TO WEST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	7	2	2
Refrigerated foods	7	2	2
Other and unclassified	7	2	2
Coal and Coke (excluding petroleum coke)	-	-	34
Coal	-	-	34
Machinery and equipment	1	1	1
Agricultural machinery and implements	1	-	-
Construction machinery and equipment	-	1	-
Manufactures of iron and steel	15	9	35
Nails, tacks, and spikes.....	9	-	-
Plates, sheets and coils	5	3	19
Tubes, pipes and fittings	1	6	6
Wires, bars and rods	-	-	9
Nitrates, phosphates and potash	-	74	28
Ammonium compounds	-	-	2
Phosphates	-	17	9
Fertilizers, miscellaneous	-	57	18

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tonst)**

	<i>First Quarter, Fiscal Year</i>		
	<i>2000</i>	<i>1999</i>	<i>1998</i>
EAST COAST OF CENTRAL AMERICA TO WEST COAST OF SOUTH AMERICA—Continued			
Ores and metals	2	8	16
Ores	-	8	10
Copper	-	-	9
Other and unclassified	-	8	-
Metals	2	-	6
Copper	2	-	5
Zinc	-	-	1
Miscellaneous	190	77	96
Cement	-	1	4
Marble and stone	32	-	-
Resin	3	2	-
Containerized cargo	152	73	91
All other and unclassified	2	1	1
Total	<u>215</u>	<u>170</u>	<u>212</u>
EAST COAST OF CENTRAL AMERICA TO BALBOA, R.P.:			
Canned and refrigerated foods	1	-	-
Refrigerated foods	1	-	-
Fish.....	1	-	-
Petroleum and petroleum products	143	150	135
Crude oil	24	-	6
Diesel oil	56	16	33
Fuel oil, residual	17	103	54
Gasoline	-	29	23
Jet fuel	-	-	1
Liquefied gas	-	-	8
Petroleum coke.....	12	-	-
Other and unclassified	34	1	10
Total	<u>144</u>	<u>150</u>	<u>135</u>
EAST COAST OF CENTRAL AMERICA TO OCEANIA:			
Canned and refrigerated foods	1	2	2
Refrigerated foods	1	2	2
Other and unclassified	1	2	2
Miscellaneous	7	7	15
Containerized cargo	7	7	15
Total	<u>8</u>	<u>9</u>	<u>17</u>
EAST COAST OF CENTRAL AMERICA TO ASIA:			
Canned and refrigerated foods	23	26	16
Refrigerated foods	23	26	16
Bananas	-	15	9
Other and unclassified	23	11	7
Chemicals and petroleum chemicals	11	17	30
Chemicals	11	11	21
Chemicals, misc	11	11	21
Petroleum chemicals	-	5	9
Chemicals, petro, misc	-	5	9
Lumber and products	-	-	4
Pulpwood	-	-	4
Machinery and equipment	3	-	-
Automobiles, trucks, accessories and parts	3	-	-

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF CENTRAL AMERICA TO ASIA—Continued			
Manufactures of iron and steel	3	8	10
Plates, sheets and coils	-	-	5
Tubes, pipes and fittings	3	8	5
Nitrates, phosphates and potash	-	1	12
Ammonium compounds	-	-	12
Phosphates	-	1	-
Ores and metals	59	30	64
Ores	45	30	61
Alumina/Bauxite.....	4	-	-
Copper	6	10	-
Lead.....	10	-	-
Manganese	-	-	9
Zinc	7	-	7
Other and unclassified	19	19	45
Metals.....	14	-	3
Aluminum	14	-	-
Other and unclassified	-	-	3
Petroleum and petroleum products	107	65	64
Crude oil.....	54	-	-
Gasoline	53	53	52
Liquefied gas	-	11	5
Lubricating oil	-	1	4
Other and unclassified	-	-	3
Miscellaneous	151	152	89
Containerized cargo	147	152	76
All other and unclassified	4	-	13
Total	358	299	290
EAST COAST OF SOUTH AMERICA TO WEST COAST OF THE UNITED STATES:			
Chemicals and petroleum chemicals	269	264	292
Chemicals	81	53	106
Chemicals, misc	81	53	106
Lumber and products	81	53	106
Plywood, veneers, composition board	20	22	29
Pulpwood	-	-	1
Other and unclassified	20	22	26
Machinery and equipment	-	-	3
Construction machinery and equipment.....	-	3	-
Manufactures of iron and steel	-	3	-
Plates, sheets and coils	281	204	267
Tubes, pipes and fittings	109	197	235
Wires, bars and rods	6	1	1
Other and unclassified	3	6	6
Nitrates, phosphates and potash	164	-	25
Fertilizers, miscellaneous	-	21	-
Ores and metals	-	21	-
Ores	36	-	55
Alumina/bauxite	36	-	-
Metals	36	-	-
Aluminum	-	-	55
Iron	-	-	24
Petroleum and petroleum products	454	564	561
Crude oil	-	314	197
Diesel oil	51	-	78

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tonst)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF SOUTH AMERICA TO WEST COAST OF THE UNITED STATES—Continued			
Petroleum and petroleum products—Continued			
Fuel oil, residual	48	199	155
Gasoline	64	52	72
Jet fuel	103	-	58
Other and unclassified	188	-	-
Miscellaneous	21	49	38
Cement	-	24	24
Paper and paper products	-	-	5
Containerized cargo	21	25	9
Total	894	915	1,057
EAST COAST OF SOUTH AMERICA TO WEST COAST OF CANADA:			
Lumber and products	3	4	2
Pulpwood	3	4	2
Manufacturers of iron and steel	24	11	15
Angles, shapes and sections	-	1	-
Plates, sheets and coils	11	2	1
Tubes, pipes and fittings	5	1	6
Wires, bars and rods	8	6	8
Miscellaneous	9	5	5
Paper and paper products	5	-	-
Containerized cargo	3	5	5
Total	36	20	23
EAST COAST OF SOUTH AMERICA TO WEST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	-	1	-
Refrigerated foods	-	1	-
Fish	-	1	-
Coal and Coke (excluding petroleum coke)	46	-	-
Coal	46	-	-
Grains	-	-	2
Rice	-	-	2
Manufacturers of iron and steel	13	109	41
Angles, shapes and sections	-	29	6
Plates, sheets and coils	6	2	9
Wires, bars and rods	2	51	13
Other and unclassified	5	26	12
Minerals, miscellaneous	-	5	4
Salt	-	5	4
Nitrates, phosphates and potash	1	29	10
Fertilizers, miscellaneous	1	29	10
Ores and metals	3	15	-
Metals	3	15	-
Iron	-	15	-
Other and unclassified	3	-	-
Petroleum and petroleum products	577	501	803
Crude oil	345	438	394
Diesel oil	-	28	131
Fuel oil, residual	129	-	203
Gasoline	11	-	69
Liquefied gas	44	35	6
Other and unclassified	47	-	-
Miscellaneous	-	-	5
Containerized cargo	-	-	5
Total	641	660	866

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EAST COAST OF SOUTH AMERICA TO WEST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	2	2	-
Refrigerated foods	2	2	-
Other and unclassified	2	2	-
Chemicals and petroleum chemicals	17	20	22
Chemicals	15	13	10
Caustic soda	6	2	6
Chemicals, misc	9	11	4
Petroleum chemicals	1	7	12
Benzene	-	-	3
Toluene	1	2	4
Chemicals, petro, misc	-	4	5
Coal and Coke (excluding petroleum coke)	270	81	171
Coal	270	70	171
Coke	-	11	-
Grains	2	20	10
Barley	-	5	2
Rice	-	12	8
Sorghum	-	3	-
Soybeans	2	-	-
Machinery and equipment	1	1	5
Agricultural machinery and implements	1	-	-
Automobiles, trucks, accessories and parts	-	1	4
Manufacturers of iron and steel	100	74	129
Angles, shapes and sections	14	-	3
Plates, sheets and coils	44	8	56
Tubes, pipes and fittings	8	4	2
Wires, bars and rods	11	16	52
Other and unclassified	22	45	16
Nitrates, phosphates and potash	81	119	125
Ammonium compounds	15	17	6
Fertilizers, miscellaneous	66	102	119
Ores and metals	26	19	35
Ores	26	5	11
Alumina/bauxite	-	-	8
Other and unclassified	26	5	3
Metals	-	15	24
Iron	-	15	22
Tin, including tinplate	-	-	1
Other agricultural commodities	1	6	-
Oilseeds	1	-	-
Sugar	-	6	-
Petroleum and petroleum products	642	1,140	1,214
Asphalt	-	-	4
Crude oil	363	625	677
Diesel oil	184	295	254
Fuel oil, residual	-	-	32
Gasoline	32	154	131
Jet fuel	1	2	32
Liquefied gas	61	48	67
Lubricating oil	-	15	19

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	<i>2000</i>	<i>1999</i>	<i>1998</i>
EAST COAST OF SOUTH AMERICA TO WEST COAST OF SOUTH AMERICA—Continued			
Miscellaneous	182	156	201
Cement	-	-	26
Oil, vegetable.....	1	-	-
Paper and paper products	-	2	6
Slag, clinkers, and dross	-	-	36
Containerized cargo	180	153	124
All other and unclassified	2	1	9
Total	<u>1,324</u>	<u>1,637</u>	<u>1,912</u>
EAST COAST OF SOUTH AMERICA TO BALBOA, R.P.:			
Canned and Refrigerated Foods.....	1	-	-
Refrigerated Foods.....	1	-	-
Fish.....	1	-	-
Chemicals and petroleum chemicals	-	-	1
Petroleum chemicals	-	-	1
Benzene	-	-	1
Petroleum and petroleum products	68	7	5
Diesel oil	6	7	5
Fuel oil, residual	62	-	-
Total	<u>70</u>	<u>7</u>	<u>7</u>
EAST COAST OF SOUTH AMERICA TO HAWAII:			
Miscellaneous	-	-	67
Cement	-	-	35
Slag, clinkers, and dross	-	-	33
Total	<u>-</u>	<u>-</u>	<u>67</u>
EAST COAST OF SOUTH AMERICA TO OCEANIA:			
Canned and refrigerated foods.....	4	-	-
Refrigerated foods.....	4	-	-
Bananas	4	-	-
Total	<u>4</u>	<u>-</u>	<u>-</u>
EAST COAST OF SOUTH AMERICA TO ASIA:			
Canned and refrigerated foods	42	9	-
Canned foods	3	-	-
Fruit	3	-	-
Refrigerated foods	39	9	-
Bananas	38	8	-
Fish	1	-	-
Chemicals and petroleum chemicals	-	23	16
Chemicals	-	23	16
Chemicals, misc	-	23	16
Grains	-	37	-
Soybeans	-	37	-
Lumber and products	68	76	164
Boards and planks	13	-	19
Pulpwood	55	49	98
Other and unclassified	-	27	47

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
EAST COAST OF SOUTH AMERICA TO ASIA—Continued			
Manufacturers of iron and steel	-	28	58
Plates, sheets and coils	-	13	-
Tubes, pipes and fittings	-	-	3
Other and unclassified	-	14	55
Ores and metals	140	87	200
Ores	55	46	79
Alumina/bauxite	-	12	9
Iron	-	34	58
Manganese	-	-	9
Other and unclassified	55	-	3
Metals	85	41	121
Aluminum	85	41	121
Other agricultural commodities	-	-	1
Cotton, raw	-	-	1
Petroleum and petroleum products	125	58	58
Gasoline	71	58	-
Liquefied gas	-	-	6
Other and unclassified	54	-	52
Miscellaneous	126	62	20
Clay, fire and china	41	45	20
Paper and paper products	-	17	-
Containerized cargo	2	-	-
All other and unclassified	83	-	-
Total	501	380	517
CRISTOBAL, R.P. TO WEST COAST OF THE UNITED STATES:			
Miscellaneous	3	-	-
Containerized cargo	3	-	-
Total	3	-	-
CRISTOBAL, R.P. TO WEST COAST OF CENTRAL AMERICA:			
Petroleum and petroleum products	15	-	-
Diesel oil	3	-	-
Fuel oil, residual	13	-	-
Total	15	-	-
CRISTOBAL, R.P. TO WEST COAST OF SOUTH AMERICA:			
Canned and Refrigerated Foods	1	-	-
Refrigerated foods	1	-	-
Other and unclassified	1	-	-
Miscellaneous	11	6	7
Containerized cargo	11	6	7
Total	12	6	7
CRISTOBAL, R.P. TO BALBOA, R.P.:			
Petroleum and petroleum products	6	11	10
Diesel oil	2	-	1
Fuel oil, residual	-	-	9
Gasoline	-	10	-
Lubricating oil	4	-	-
Miscellaneous	-	-	1
All other and unclassified	-	-	1
Total	6	11	10

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
CRISTOBAL, R.P. TO ASIA:			
Miscellaneous	3	-	-
Containerized cargo	3	-	-
Total	3	-	-
WEST INDIES TO WEST COAST OF THE UNITED STATES:			
Chemicals and petroleum chemicals	11	16	12
Chemicals	11	-	12
Chemicals, misc	11	-	12
Petroleum chemicals	-	16	-
Chemicals, petro, misc	-	16	-
Nitrates, phosphates and potash	21	24	-
Ammonium compounds	-	24	-
Fertilizers, miscellaneous	21	-	-
Ores and metals	31	29	-
Ores	-	29	-
Alumina/bauxite	-	29	-
Metals	31	-	-
Aluminum	31	-	-
Petroleum and petroleum products	466	237	109
Asphalt	-	28	31
Crude oil	25	-	-
Diesel oil	59	-	27
Fuel oil, residual	208	159	-
Gasoline	32	-	-
Petroleum and petroleum products —Continued			
Jet fuel	96	-	50
Other and unclassified	46	50	-
Miscellaneous	9	14	12
Containerized cargo	9	14	12
Total	539	321	133
WEST INDIES TO WEST COAST OF CANADA:			
Manufacturers of iron and steel	-	-	15
Wires, bars and rods	-	-	15
Miscellaneous	1	-	-
All other and unclassified	1	-	-
Total	1	-	15
WEST INDIES TO WEST COAST OF CENTRAL AMERICA:			
Chemicals and petroleum chemicals	6	-	-
Chemicals	6	-	-
Chemicals, misc	6	-	-
Manufacturers of iron and steel	15	2	12
Angles, shapes and sections	-	2	-
Plates, sheets and coils	15	-	-
Wires, bars and rods	-	-	7
Other and unclassified	-	-	5
Nitrates, phosphates and potash	3	3	22
Ammonium compounds	-	-	22
Fertilizers, miscellaneous	3	3	-

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
WEST INDIES TO WEST COAST OF CENTRAL AMERICA—Continued			
Ores and metals.....	56	-	-
Metals	56	-	-
Iron	56	-	-
Petroleum and petroleum products	512	330	231
Crude oil	25	-	47
Diesel oil	173	127	50
Fuel oil, residual	-	46	51
Gasoline	209	124	49
Jet fuel	71	32	11
Liquefied gas	34	-	6
Other and unclassified	1	-	17
Miscellaneous	31	1	1
Containerized cargo	-	-	1
All other and unclassified	31	1	-
Total	623	335	266
WEST INDIES TO WEST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	3	2	1
Refrigerated foods	3	2	1
Other and unclassified	3	2	1
Chemicals and petroleum chemicals	-	3	-
Chemicals	-	3	-
Chemicals, misc.....	-	3	-
Manufacturers of iron and steel	-	-	28
Wires, bars and rods	-	-	13
Other and unclassified	-	-	15
Minerals, miscellaneous	2	-	3
Sulfur	2	-	3
Nitrates, phosphates and potash	18	6	-
Fertilizers, unclassified	18	6	-
Ores and metals	-	-	1
Metals	-	-	1
Aluminum	-	-	1
Petroleum and petroleum products	81	131	245
Asphalt	36	-	-
Diesel oil	20	100	210
Gasoline	-	-	32
Jet fuel	-	17	-
Liquefied gas	9	-	-
Lubricating oil	16	14	1
Petroleum coke.....	-	-	1
Miscellaneous	116	126	66
Paper and paper products	-	5	-
Containerized cargo	116	121	66
Total	221	268	343

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
WEST INDIES TO BALBOA, R.P.:			
Petroleum and petroleum products	6	43	35
Diesel oil	4	13	-
Fuel oil, residual	-	-	31
Gasoline	-	26	-
Lubricating oil	2	4	4
Miscellaneous	3	-	-
All other and unclassified	3	-	-
Total	8	43	35
WEST INDIES TO HAWAII:			
Petroleum and petroleum products	-	-	14
Jet fuel	-	-	14
Total	-	-	14
WEST INDIES TO OCEANIA:			
Chemicals and petroleum chemicals	-	1	-
Chemicals	-	1	-
Chemicals, misc	-	1	-
Machinery and equipment	-	-	1
Automobiles, trucks, accessories and parts	-	-	1
Petroleum and petroleum products	-	-	1
Lubricating oil	-	-	1
Miscellaneous	-	1	3
Containerized cargo	-	1	3
Total	1	2	5
WEST INDIES TO ASIA:			
Canned and refrigerated foods	2	-	1
Refrigerated foods	2	-	1
Fish	1	-	1
Other and unclassified	1	-	-
Chemicals and petroleum chemicals	8	-	8
Chemicals	2	-	-
Chemicals, misc	2	-	-
Petroleum chemicals	5	-	8
Benzene	-	-	8
Toluene	5	-	-
Grains	-	27	-
Wheat	-	27	-
Ores and metals	-	32	-
Ores	-	32	-
Iron	-	32	-
Petroleum and petroleum products	63	200	6
Gasoline	61	145	-
Liquified gas	2	-	-
Lubricating oil	-	-	6
Other and unclassified	-	54	-
Miscellaneous	53	50	35
Containerized cargo	53	49	34
All other and unclassified	-	-	1
Total	125	309	49

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
EUROPE TO WEST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	26	21	19
Refrigerated foods	26	21	19
Other and unclassified	26	21	19
Coal and Coke (excluding petroleum coke)	-	-	6
Coke	-	-	6
Machinery and equipment	81	55	44
Agricultural machinery and implements	1	-	2
Automobiles, trucks, accessories and parts	74	51	41
Construction machinery and equipment	3	2	-
Electrical machinery and apparatus	2	1	-
Motorcycles, bicycles and parts	1	-	-
Other and unclassified	-	1	1
Manufacturers of iron and steel	158	92	129
Angles, shapes and sections	3	-	44
Plates, sheets and coils	147	51	54
Tubes, pipes and fittings	2	-	3
Wires, bars and rods	2	8	1
Other and unclassified	5	33	27
Nitrates, phosphates and potash	118	101	77
Ammonium compounds	10	-	10
Nitrate of soda	3	19	-
Potash	-	5	3
Fertilizers, miscellaneous	106	76	64
Ores and metals	7	1	-
Ores	7	-	-
Other and unclassified	7	-	-
Metals	-	1	-
Aluminum	-	1	-
Petroleum and petroleum products	-	44	-
Diesel oil	-	44	-
Miscellaneous	580	507	681
Cement	-	-	191
Fibers, plant	-	-	10
Paper and paper products	-	-	9
Containerized cargo	571	499	470
All other and unclassified	9	9	-
Total	971	822	956
EUROPE TO WEST COAST OF CANADA:			
Machinery and equipment	1	-	-
Electrical machinery and apparatus	1	-	-
Manufactures of iron and steel	21	23	36
Angles, shapes and sections	3	-	9
Plates, sheets and coils	13	5	14
Tubes, pipes and fittings	1	-	9
Wires, bars and rods	-	-	5
Other and unclassified	4	19	-
Nitrates, phosphates and potash	4	-	-
Fertilizers, miscellaneous	4	-	-
Ores and metals	1	-	-
Ores	1	-	-
Other and unclassified	1	-	-
Miscellaneous	15	12	26
Containerized cargo	15	12	15
All other and unclassified	-	-	11
Total	41	35	63

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EUROPE TO WEST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	-	1	-
Refrigerated foods	-	1	-
Other and unclassified	-	1	-
Chemicals and petroleum chemicals	7	20	9
Chemicals	-	20	4
Chemicals, misc	-	20	4
Petroleum chemicals	7	-	4
Chemicals, petro, misc	7	-	4
Grains	16	-	2
Corn.....	3	-	-
Oats	12	-	-
Sorghum	-	-	2
Machinery and equipment	2	1	2
Agricultural machinery and implements	-	-	1
Automobiles, trucks, accessories and parts	-	-	1
Construction machinery and equipment	2	-	-
Other and unclassified	-	1	-
Manufactures of iron and steel	104	43	95
Angles, shapes and sections	2	5	11
Nails, tacks, and spikes	1	-	-
Plates, sheets and coils	24	11	23
Tubes, pipes and fittings	7	-	3
Wires, bars and rods	43	28	-
Other and unclassified	26	-	59
Nitrates, phosphates and potash	131	70	208
Ammonium compounds	18	10	42
Fertilizers, miscellaneous	113	60	166
Ores and metals	15	-	23
Ores	-	-	20
Iron	-	-	20
Metals.....	15	-	3
Iron	14	-	-
Other and unclassified	-	-	3
Other agricultural commodities	30	-	16
Oilseeds	30	-	16
Miscellaneous	10	35	18
Paper and paper products	4	2	-
Containerized cargo	4	8	17
All other and unclassified	2	25	1
Total	313	171	373
EUROPE TO WEST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	7	6	12
Refrigerated foods	7	6	12
Other and unclassified	7	6	12
Chemicals and petroleum chemicals	14	9	11
Chemicals	14	9	10
Caustic soda.....	-	-	7
Chemicals, misc	14	8	3
Grains	5	22	-
Barley.....	-	19	-
Wheat	-	3	-
Other and unclassified	5	-	-

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EUROPE TO WEST COAST OF SOUTH AMERICA—Continued			
Machinery and equipment	6	28	24
Agricultural machinery and implements	-	3	1
Automobiles, trucks, accessories and parts	3	14	12
Construction machinery and equipment	2	8	10
Electrical machinery and apparatus	-	1	-
Other and unclassified.....	1	2	-
Manufactures of iron and steel	99	132	236
Angles, shapes and sections	39	5	43
Plates, sheets and coils	39	70	88
Tubes, pipes and fittings	1	6	21
Wires, bars and rods	15	22	17
Other and unclassified	4	30	67
Minerals, miscellaneous.....	4	1	8
Asbestos.....	-	-	7
Soda and sodium compounds	4	1	1
Nitrates, phosphates and potash	290	101	114
Ammonium compounds	5	13	29
Nitrate of soda	4	6	-
Potash	33	22	17
Fertilizers, miscellaneous	248	60	68
Ores and metals	8	20	5
Ores	5	2	-
Copper	5	-	-
Iron	-	2	-
Metals	3	18	5
Iron	-	17	2
Tin, including tinplate.....	2	1	2
Other and unclassified.....	-	-	1
Petroleum and petroleum products.....	33	28	44
Gasoline.....	-	28	-
Liquefied gas.....	33	-	32
Lubricating oil.....	-	-	12
Miscellaneous	287	320	322
Flour, wheat	8	1	5
Glass and glassware	-	-	1
Marble and stone	-	1	-
Paper and paper products	12	5	9
Containerized cargo	266	302	295
All other and unclassified	1	10	12
Total	753	668	777
EUROPE TO BALBOA, R.P.:			
Manufactures of iron and steel	-	-	6
Other and unclassified	-	-	6
Miscellaneous	2	-	1
All other and unclassified	2	-	1
Total	3	-	8
EUROPE TO HAWAII:			
Ores and Metals.....	2	-	-
Metals	2	-	-
Other and unclassified.....	2	-	-
Miscellaneous	16	-	-
Fibers, plant.....	16	-	-
Total	18	-	-

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
EUROPE TO OCEANIA:			
Canned and refrigerated foods	7	7	5
Refrigerated foods	7	7	5
Fruit, excluding bananas	-	-	1
Other and unclassified	7	7	4
Chemicals and petroleum chemicals	7	8	13
Chemicals	7	8	12
Chemicals, misc	7	8	12
Grains	-	-	2
Soybeans	-	-	2
Lumber and products	1	-	4
Boards and planks	1	-	1
Other and unclassified	-	-	3
Machinery and equipment	10	19	11
Agricultural machinery and implements	1	-	1
Automobiles, trucks, accessories and parts	8	11	9
Construction machinery and equipment	1	2	1
Electrical machinery and apparatus	1	-	-
Other and unclassified	-	5	-
Manufactures of iron and steel	11	15	12
Angles, shapes and sections	3	13	4
Plates, sheets and coils	1	1	5
Tubes, pipes and fittings	6	1	1
Wires, bars and rods	1	-	2
Other and unclassified	-	-	1
Minerals, miscellaneous	1	-	-
Salt	1	-	-
Nitrates, phosphates and potash	-	37	9
Ammonium compounds	-	13	-
Nitrate of soda	-	2	-
Potash	-	22	-
Fertilizers, miscellaneous	-	-	9
Ores and metals	2	-	-
Metals	2	-	-
Iron	2	-	-
Other agricultural commodities	1	1	1
Oilseeds	1	1	1
Miscellaneous	161	211	215
Cement	3	5	6
Flour, wheat	2	2	1
Oil, vegetable	1	3	-
Paper and paper products	2	3	-
Containerized cargo	152	193	175
All other and unclassified	-	5	32
Total	201	298	271
EUROPE TO ASIA:			
Canned and refrigerated foods	41	43	33
Refrigerated foods	41	43	33
Dairy products	-	3	-
Fish	38	38	32
Other and unclassified	2	1	1
Chemicals and petroleum chemicals	-	-	9
Chemicals	-	-	9
Chemicals, misc	-	-	9

**Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)**

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
EUROPE TO ASIA—Continued			
Lumber and products	-	2	71
Boards and planks	-	2	-
Plywood, veneers, composition parts.....	-	-	8
Other and unclassified	-	-	63
Machinery and equipment	2	5	1
Automobiles, trucks, accessories and parts	1	1	1
Electrical machinery and apparatus	1	-	-
Other and unclassified	-	3	-
Miscellaneous.....	43	13	24
Containerized cargo.....	42	13	24
Total	86	62	138
AFRICA TO WEST COAST OF THE UNITED STATES:			
Other agricultural commodities	-	6	-
Cocoa and cacao beans	-	6	-
Petroleum and petroleum products.....	53	-	-
Fuel oil, residual	53	-	-
Miscellaneous	-	1	-
Containerized cargo.....	-	1	-
Total	54	7	-
AFRICA TO WEST COAST OF CANADA:			
Nitrates, phosphates and potash	84	254	276
Phosphates	84	254	276
Total	84	254	276
AFRICA TO WEST COAST OF CENTRAL AMERICA:			
Grains	-	16	-
Corn	-	16	-
Nitrates, phosphates and potash	138	281	325
Phosphates	118	281	325
Fertilizers, miscellaneous	20	-	-
Miscellaneous	-	-	1
All other and unclassified	-	-	1
Total	138	298	326
AFRICA TO WEST COAST OF SOUTH AMERICA:			
Nitrates, phosphates and potash	-	22	22
Phosphates	-	22	22
Petroleum and petroleum products	62	58	38
Liquefied gas.....	62	58	38
Total	62	79	60
AFRICA TO OCEANIA:			
Canned and refrigerated foods.....	2	-	-
Refrigerated foods.....	2	-	-
Fish.....	2	-	-
Nitrates, phosphates and potash.....	118	39	77
Phosphates	42	-	77
Fertilizers, miscellaneous	76	39	-
Total	120	39	77

Table No. 10— Important Commodity Shipments over Principal Trade Routes
Atlantic to Pacific (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
AFRICA TO ASIA:			
Canned and refrigerated foods	-	4	2
Refrigerated foods	-	4	2
Fish	-	4	2
Nitrates, phosphates and potash	-	32	-
Phosphates	-	32	-
Miscellaneous	-	1	-
Containerized cargo	-	1	-
Total	-	37	2
ASIA (MIDDLE EAST) TO WEST COAST OF THE UNITED STATES:			
Machinery and equipment	1	-	-
Automobiles, trucks, accessories and parts	1	-	-
Nitrates, phosphates and potash	-	-	9
Fertilizers, miscellaneous	-	-	9
Miscellaneous	25	11	9
Paper and paper products	-	-	3
Containerized cargo	25	11	7
Total	27	11	19
ASIA (MIDDLE EAST) TO WEST COAST OF CENTRAL AMERICA:			
Miscellaneous	-	7	-
Containerized cargo	-	5	-
All other and unclassified	-	2	-
Total	-	7	-
ASIA (MIDDLE EAST) TO WEST COAST OF SOUTH AMERICA:			
Miscellaneous	3	-	-
Containerized cargo.....	3	-	-
Total	3	-	-
ASIA (MIDDLE EAST) TO ASIA:			
Canned and refrigerated foods	-	-	23
Refrigerated foods	-	-	23
Fish	-	-	23
Lumber and products	-	36	-
Other and unclassified	-	36	-
Nitrates, Phosphates and Potash.....	26	-	-
Fertilizers, miscellaneous.....	26	-	-
Total	26	36	23

Data given in thousands are subject to rounding differences. Note that commodities with tonnages less than 500 long tons are not shown, however, their tonnage is included in the route totals. Routes with tonnages less than 500 long tons are not shown.

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF THE UNITED STATES TO EAST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	2	1	1
Refrigerated foods	2	1	1
Other and unclassified	2	1	1
Chemicals and petroleum chemicals	23	14	41
Chemicals	3	2	11
Chemicals, misc	3	2	11
Petroleum chemicals	20	12	29
Benzene	20	12	9
Chemicals, petro, misc	-	-	20
Lumber and products	11	-	-
Other and unclassified	11	-	-
Machinery and equipment	6	-	6
Automobiles, trucks, accessories and parts	4	-	5
Construction machinery and equipment.....	2	-	-
Manufactures of iron and steel	2	28	16
Angles, shapes and sections	-	-	16
Tubes, pipes, and fittings.....	-	4	-
Other and unclassified	2	25	-
Petroleum and petroleum products	87	173	41
Diesel oil	16	-	-
Fuel oil, residual	-	4	-
Gasoline	41	151	13
Liquefied gas.....	-	3	-
Lubricating oil	31	15	28
Miscellaneous	40	23	37
Carbon, black	11	-	-
Oil, coconut.....	3	-	-
Oil, vegetable	-	10	-
Containerized cargo	26	13	18
All other and unclassified	-	-	18
Total	172	239	141
WEST COAST OF THE UNITED STATES TO EAST COAST OF CANADA:			
Canned and refrigerated foods	1	7	1
Refrigerated foods	1	7	1
Fish.....	1	6	-
Other and unclassified	1	1	-
Manufactures of iron and steel	-	-	3
Angles, shapes and sections	-	-	3
Petroleum and petroleum products	106	63	65
Petroleum coke	106	42	41
Other and unclassified	-	22	24
Miscellaneous	2	2	1
Containerized cargo	2	2	1
Total	109	72	70
WEST COAST OF THE UNITED STATES TO EAST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	38	36	19
Refrigerated foods	38	36	19
Other and unclassified	38	36	19
Coal and Coke (excluding petroleum coke).....	-	3	-
Coal	-	3	-
Minerals, miscellaneous.....	-	9	-
Soda and sodium compounds.....	-	9	-

**Table No. 11—Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF THE UNITED STATES TO EAST COAST OF CENTRAL AMERICA—Continued			
Ores and metals	-	42	-
Metals	-	42	-
Scrap	-	42	-
Miscellaneous	65	60	39
Containerized cargo	65	59	39
Total	103	150	58
WEST COAST OF THE UNITED STATES TO EAST COAST OF SOUTH AMERICA			
Canned and refrigerated foods	1	15	25
Refrigerated foods	1	15	25
Fruit, excluding bananas	-	14	24
Other and unclassified	1	1	-
Chemicals and petroleum chemicals	-	-	5
Petroleum chemicals	-	-	5
Benzene	-	-	5
Grains	-	11	-
Wheat	-	11	-
Lumber and products	3	3	2
Pulpwood	3	3	2
Minerals, miscellaneous	63	49	105
Soda and sodium compounds	63	38	24
Sulfur	-	11	80
Ores and metals	3	-	-
Ores	3	-	-
Other and unclassified	3	-	-
Petroleum and petroleum products	43	13	7
Petroleum coke	43	13	7
Miscellaneous	22	20	27
Paper and paper products	-	2	2
Tallow	-	2	-
Containerized cargo	21	16	24
All other and unclassified	-	-	1
Total	135	111	170
WEST COAST OF THE UNITED STATES TO CRISTOBAL, R.P.			
Canned and refrigerated foods	-	3	1
Refrigerated foods	-	3	1
Other and unclassified	-	3	1
Miscellaneous	-	8	9
Containerized cargo	-	8	9
Total	1	11	10
WEST COAST OF THE UNITED STATES TO WEST INDIES			
Canned and refrigerated foods	2	2	1
Refrigerated foods	2	2	1
Fish	-	-	1
Other and unclassified	2	2	-
Grains	-	-	11
Rice	-	-	11
Lumber and products	-	-	3
Boards and planks	-	-	3
Machinery and Equipment	2	-	-
Electrical machinery and apparatus	2	-	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF THE UNITED STATES TO WEST INDIES—Continued			
Petroleum and petroleum products	14	54	-
Diesel oil.....	14	-	-
Gasoline	-	27	-
Kerosene	-	27	-
Miscellaneous.....	15	12	6
Containerized cargo	9	11	6
All other and unclassified.....	6	1	-
Total	33	67	21
WEST COAST OF THE UNITED STATES TO EUROPE:			
Canned and refrigerated foods	52	84	44
Refrigerated foods	52	84	44
Fish	4	43	8
Fruit, excluding bananas	-	10	10
Other and unclassified	48	32	26
Chemicals and petroleum chemicals	4	11	24
Chemicals.....	-	8	24
Caustic soda	-	-	8
Chemicals, misc.....	-	8	16
Petroleum chemicals	4	3	-
Chemicals ,petro, misc	4	3	-
Coal and coke (excluding petroleum coke)	112	141	168
Coal	112	115	93
Coke	-	26	75
Grains	32	21	5
Rice	32	21	5
Lumber and products	86	12	17
Boards and planks	2	2	6
Plywood, veneers, composition board	-	3	2
Pulpwood.....	69	6	9
Other and unclassified	15	-	-
Machinery and equipment	-	-	2
Automobiles, trucks, accessories and parts	-	-	2
Minerals, miscellaneous	158	174	148
Borax	85	80	84
Soda and sodium compounds.....	73	94	64
Ores and metals	-	59	64
Ores	-	18	9
Other and unclassified	-	18	9
Metals	-	41	56
Copper.....	-	5	-
Lead	-	5	-
Zinc	-	31	56
Petroleum and petroleum products	372	880	444
Gasoline	42	52	-
Kerosene.....	-	2	-
Petroleum coke	330	826	444
Miscellaneous	367	348	390
Paper and paper products	1	-	17
Containerized cargo.....	347	334	361
All other and unclassified	19	14	13
Total	1,185	1,729	1,306

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF THE UNITED STATES TO AFRICA:			
Grains	117	700	-
Wheat	117	700	-
Lumber and products	-	-	4
Pulpwood	-	-	4
Machinery and equipment	-	1	-
Automobiles, trucks, accessories and parts	-	1	-
Minerals, miscellaneous	54	111	73
Borax	-	1	2
Sulfur	54	109	71
Total	171	812	76
WEST COAST OF THE UNITED STATES TO ASIA (MIDDLE EAST)			
Canned and refrigerated foods	-	1	1
Refrigerated foods	-	1	1
Other and unclassified	-	1	1
Chemicals and Petroleum Chemicals	2	-	-
Chemicals	2	-	-
Chemicals, misc	2	-	-
Grains	-	-	18
Rice	-	-	18
Minerals, miscellaneous	44	-	-
Sulfur	44	-	-
Petroleum and petroleum products	7	54	-
Lubricating oil	7	-	-
Petroleum coke	-	54	-
Miscellaneous	11	7	17
Containerized cargo	11	7	17
Total	65	61	36
WEST COAST OF CANADA TO EAST COAST OF THE UNITED STATES			
Canned and refrigerated foods	1	-	-
Refrigerated foods	1	-	-
Other and unclassified	1	-	-
Chemicals and petroleum chemicals	23	15	67
Chemicals	23	15	55
Caustic soda	-	-	8
Chemicals, misc	23	15	46
Petroleum chemicals	-	-	12
Chemicals, petro, misc	-	-	12
Grains	8	-	-
Wheat	8	-	-
Lumber and products	77	40	58
Boards and planks	77	4	58
Other and unclassified	-	36	-
Petroleum and petroleum products	-	-	104
Crude oil	-	-	104
Miscellaneous	1	-	1
Paper and paper products	-	-	1
Containerized cargo	1	-	-
Total	110	55	230
WEST COAST OF CANADA TO EAST COAST OF CANADA			
Coal and coke (excluding petroleum coke)	-	58	-
Coal	-	58	-
Total	-	58	-

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
WEST COAST OF CANADA TO EAST COAST OF CENTRAL AMERICA:			
Chemicals and petroleum chemicals	7	-	7
Chemicals	7	-	7
Chemicals, misc	7	-	7
Grains	20	-	-
Wheat	20	-	-
Total	27	-	7
WEST COAST OF CANADA TO EAST COAST OF SOUTH AMERICA:			
Grains	30	68	48
Barley	9	-	21
Oats	5	4	2
Sorghum	-	19	16
Wheat	-	30	-
Other and unclassified	16	15	9
Lumber and products	9	13	5
Pulpwood	9	13	5
Minerals, miscellaneous	-	34	-
Sulfur	-	34	-
Nitrates, phosphates and potash	10	-	52
Potash	10	-	52
Other agricultural commodities	5	-	7
Beans, edible	3	-	-
Peas, dry	2	-	7
Miscellaneous	46	33	47
Cement	6	-	-
Groceries, miscellaneous	9	-	9
Paper and paper products	14	18	18
Containerized cargo	15	12	16
All other and unclassified	2	4	3
Total	99	149	158
WEST COAST OF CANADA TO WEST INDIES:			
Coal and Coke (excluding petroleum coke)	55	-	-
Coal	55	-	-
Grains	-	1	-
Oats	-	1	-
Lumber and products	2	12	3
Boards and planks	-	12	3
Pulpwood	2	-	-
Minerals, miscellaneous	44	65	26
Sulfur	44	65	26
Other agricultural commodities	-	34	20
Peas, dry	-	34	20
Miscellaneous	8	-	-
All other and unclassified	8	-	-
Total	108	112	49
WEST COAST OF CANADA TO EUROPE:			
Coal and coke (excluding petroleum coke)	774	1,171	1,387
Coal	774	1,114	1,295
Coke	-	58	92
Grains	22	-	-
Wheat	22	-	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF CANADA TO EUROPE—Continued			
Lumber and products	412	579	523
Boards and planks	42	58	73
Plywood, veneers, composition board	6	20	45
Pulpwood	344	495	400
Other and unclassified	21	6	5
Nitrates, phosphates and potash	21	-	34
Potash	21	-	34
Ores and metals	9	10	8
Ores	-	3	-
Lead	-	3	-
Metals	9	8	8
Copper	-	-	2
Lead	9	7	6
Other agricultural commodities	5	-	-
Peas, dry	5	-	-
Miscellaneous	138	78	191
Paper and paper products	113	65	144
Tallow	9	-	5
Containerized cargo	11	13	13
All other and unclassified	6	-	28
Total	1,381	1,838	2,144
WEST COAST OF CANADA TO AFRICA			
Coal and coke (excluding petroleum coke)	-	-	45
Coal	-	-	45
Grains	89	95	212
Sorghum	-	2	-
Wheat	89	89	212
Other and unclassified	-	4	-
Lumber and products	5	15	7
Pulpwood	5	15	7
Minerals, miscellaneous	229	148	451
Sulfur	229	148	451
Miscellaneous	3	6	-
Flour, wheat	3	-	-
Paper and paper products	-	6	-
Total	326	265	715
WEST COAST OF CANADA TO ASIA (MIDDLE EAST)			
Grains	-	-	8
Other and unclassified	-	-	8
Minerals, miscellaneous	54	103	172
Sulfur	54	103	172
Total	54	103	180
WEST COAST OF CENTRAL AMERICA TO EAST COAST OF THE UNITED STATES			
Canned and refrigerated foods	-	3	1
Refrigerated foods	-	3	1
Fruit, excluding bananas	-	3	-
Other and unclassified	-	-	1
Chemicals and petroleum chemicals	108	-	51
Chemicals	108	-	51
Chemicals, misc	108	-	51

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF CENTRAL AMERICA TO EAST COAST OF THE UNITED STATES—Continued			
Manufactures of iron and steel	437	164	247
Angles, shapes and sections	35	-	-
Plates, sheets and coils	265	163	211
Tubes, pipes and fittings	7	2	-
Wires, bars and rods	10	-	-
Other and unclassified	120	-	35
Minerals, miscellaneous	352	127	293
Salt	352	127	293
Other agricultural commodities	42	90	33
Molasses	31	26	-
Sugar	11	64	33
Miscellaneous	17	5	38
Oil, vegetable	14	-	-
Slag, clinkers and dross	-	-	37
Containerized cargo	3	5	1
Total	956	390	662
WEST COAST OF CENTRAL AMERICA TO EAST COAST OF CANADA:			
Canned and refrigerated foods	1	-	-
Refrigerated foods	1	-	-
Fish	1	-	-
Manufactures of iron and steel	18	18	89
Plates, sheets and coils	18	18	89
Ores and metals	-	47	-
Ores	-	47	-
Iron	-	47	-
Total	20	65	89
WEST COAST OF CENTRAL AMERICA TO EAST COAST OF CENTRAL AMERICA:			
Chemicals and petroleum chemicals	-	22	-
Chemicals	-	18	-
Chemicals, misc	-	18	-
Petroleum Chemicals	-	4	-
Chemicals, petro, misc	-	4	-
Grains	-	140	81
Corn	-	140	81
Minerals, miscellaneous	-	-	31
Sulfur	-	-	31
Ores and metals	-	-	120
Ores	-	-	59
Iron	-	-	59
Metals	-	-	61
Iron	-	-	61
Other agricultural commodities	21	-	4
Molasses	15	-	-
Oilseeds	6	-	4
Petroleum and petroleum products	70	-	-
Diesel oil	19	-	-
Fuel oil, residual	44	-	-
Jet fuel	8	-	-
Miscellaneous	19	12	15
Oil, vegetable	15	8	11
Containerized cargo	4	4	4
Total	110	174	250

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF CENTRAL AMERICA TO EAST COAST OF SOUTH AMERICA.			
Canned and refrigerated foods	30	31	15
Refrigerated foods	30	31	15
Fish	30	31	15
Chemicals and petroleum chemicals	1	-	-
Chemicals	1	-	-
Chemicals, misc	1	-	-
Grains	-	11	-
Wheat	-	11	-
Machinery and equipment	-	-	1
Other and unclassified	-	-	1
Manufactures of iron and steel	-	24	-
Tubes, pipes and fittings	-	24	-
Nitrates, Phosphates and Potash	-	2	5
Ammonium compounds	-	2	2
Fertilizers, miscellaneous	-	-	3
Ores and metals	-	-	63
Ores	-	-	59
Iron	-	-	59
Metals	-	-	4
Iron	-	-	1
Scrap	-	-	3
Other agricultural commodities	14	11	7
Coffee, raw and processed	-	-	2
Sugar	14	11	5
Petroleum and Petroleum Products	1	-	-
Liquified gas	1	-	-
Miscellaneous	5	3	9
Containerized cargo	5	3	4
All other and unclassified	-	-	5
Total	50	82	100
WEST COAST OF CENTRAL AMERICA TO CRISTOBAL, R P			
Petroleum and petroleum products	17	-	-
Fuel oil, residual	6	-	-
Other and unclassified	11	-	-
Total	17	-	-
WEST COAST OF CENTRAL AMERICA TO WEST INDIES			
Canned and refrigerated foods	4	-	-
Refrigerated foods	4	-	-
Fish	4	-	-
Chemicals and petroleum chemicals	50	57	45
Chemicals	50	57	44
Chemicals, misc	50	57	44
Petroleum chemicals	-	-	1
Chemicals, petro, misc	-	-	1
Lumber and products	9	10	11
Boards and planks	9	10	11
Manufactures of iron and steel	7	-	-
Wires, bars, and rods	7	-	-
Ores and metals	-	56	-
Ores	-	56	-
Iron	-	56	-

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
WEST COAST OF CENTRAL AMERICA TO WEST INDIES—Continued			
Other agricultural commodities	61	43	58
Molasses	34	24	54
Sugar	26	19	4
Miscellaneous	-	-	2
Bricks and tile	-	-	1
All other and unclassified	-	-	1
Total	130	166	115
WEST COAST OF CENTRAL AMERICA TO EUROPE:			
Canned and refrigerated foods	19	2	16
Refrigerated foods	19	2	16
Bananas	-	-	10
Fish	18	2	4
Other and unclassified	1	-	3
Chemicals and petroleum chemicals	4	3	3
Chemicals	4	-	3
Chemicals, misc	4	-	3
Petroleum chemicals	-	3	-
Chemicals, petro, misc	-	3	-
Grains	-	-	115
Wheat	-	-	115
Manufactures of iron and steel	122	-	41
Plates, sheets and coils	81	-	41
Tubes, pipes, and fittings	1	-	-
Other and unclassified	41	-	-
Nitrates, phosphates and potash	2	-	-
Fishmeal	2	-	-
Ores and metals	-	52	18
Ores	-	52	-
Iron	-	52	-
Metals	-	-	18
Copper	-	-	18
Other agricultural commodities	-	60	-
Molasses	-	60	-
Miscellaneous	25	30	21
Oil, fish	1	-	-
Containerized cargo	18	30	21
All other and unclassified	6	-	-
Total	172	147	213
WEST COAST OF CENTRAL AMERICA TO AFRICA			
Grains	47	43	-
Wheat	47	43	-
Other agricultural commodities	39	7	14
Sugar	39	7	14
Miscellaneous	-	-	39
Cement	-	-	39
Total	86	50	53
WEST COAST OF CENTRAL AMERICA TO ASIA (MIDDLE EAST):			
Chemicals and Petroleum Chemicals	4	-	-
Chemicals	4	-	-
Chemicals, misc	4	-	-
Total	4	-	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO EAST COAST OF THE UNITED STATES:			
Canned and refrigerated foods	172	160	181
Refrigerated foods	172	160	181
Bananas	45	48	50
Fruit, excluding bananas	36	40	55
Meat	-	3	3
Other and unclassified	91	68	73
Chemicals and petroleum chemicals	77	49	2
Chemicals	77	44	2
Chemicals, misc	77	44	2
Petroleum chemicals	-	5	-
Benzene	-	5	-
Lumber and products	23	26	29
Boards and planks	15	8	19
Plywood, veneers, composition board	5	1	1
Pulpwood	4	16	5
Other and unclassified	-	2	3
Machinery and equipment	1	4	3
Agricultural machinery and implements	-	-	2
Automobiles, trucks, accessories and parts	1	-	-
Construction machinery and equipment	-	3	-
Manufactures of iron and steel	25	6	-
Plates, sheets and coils	18	6	-
Tubes, pipes and fittings	7	-	-
Minerals, miscellaneous	1,010	643	1,164
Salt	1,010	643	1,164
Nitrates, phosphates and potash	30	21	4
Fishmeal	-	3	-
Nitrate of soda	30	18	-
Fertilizers, miscellaneous	-	-	4
Ores and metals	230	307	220
Ores	56	177	157
Copper	6	79	11
Iron	23	55	87
Lead	-	3	1
Zinc	23	25	31
Other and unclassified	4	15	27
Metals	174	130	63
Copper	142	117	36
Iron	10	-	22
Lead	4	-	-
Zinc	18	13	5
Other agricultural commodities	17	93	142
Molasses	17	56	49
Sugar	-	37	93
Petroleum and petroleum products	633	490	1,262
Crude oil	588	307	1,086
Diesel oil	-	26	-
Fuel oil, residual	-	26	149
Gasoline	20	69	26
Kerosene	25	-	-
Other and unclassified	-	62	-
Miscellaneous	441	328	377
Groceries, miscellaneous	2	-	-
Paper and paper products	-	-	3
Resin	4	-	-
Containerized cargo	372	325	372
All other and unclassified	62	4	2
Total	2,660	2,129	3,383

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO EAST COAST OF CANADA:			
Minerals, miscellaneous.....	108	-	-
Salt	108	-	-
Nitrates, phosphates and potash	-	-	2
Fishmeal	-	-	2
Ores and metals	64	61	72
Ores	62	61	72
Copper	51	25	29
Iron.....	-	20	-
Lead	11	13	20
Zinc	-	4	23
Metals	2	-	-
Other and unclassified.....	2	-	-
Petroleum and petroleum products.....	-	-	54
Crude oil	-	-	54
Miscellaneous.....	7	4	3
Liquors and wines	3	3	3
Oil, fish	4	-	-
Paper and paper products.....	-	1	-
Total	179	66	132
WEST COAST OF SOUTH AMERICA TO EAST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	41	20	18
Refrigerated foods.....	41	20	18
Other and unclassified	41	20	18
Chemicals and petroleum chemicals	26	2	-
Chemicals	26	2	-
Chemicals, misc	26	2	-
Lumber and products	14	4	1
Boards and planks.....	6	-	-
Plywood, veneers, composition board.....	2	-	-
Pulpwood	3	3	1
Other and unclassified.....	4	-	-
Manufactures of iron and steel	11	-	-
Plates, sheets and coils	11	-	-
Nitrates, phosphates and potash.....	5	-	5
Fishmeal	-	-	2
Nitrate of soda	-	-	3
Fertilizers, miscellaneous.....	5	-	-
Ores and metals	58	114	12
Ores	10	68	3
Copper	6	9	-
Iron	-	54	-
Lead	4	2	2
Other and unclassified.....	-	3	1
Metals	48	46	9
Copper.....	46	42	9
Lead	2	-	-
Other and unclassified	-	4	-
Other agricultural commodities	4	-	-
Oilseeds	4	-	-
Petroleum and petroleum products	467	332	359
Crude oil	467	306	359
Gasoline	-	26	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO EAST COAST OF CENTRAL AMERICA—Continued			
Miscellaneous	140	108	60
Oil, fish	8	-	-
Oil, vegetable	2	-	4
Paper and paper products	4	-	-
Containerized cargo	124	108	56
All other and unclassified	2	-	-
Total	766	581	455
WEST COAST OF SOUTH AMERICA TO EAST COAST OF SOUTH AMERICA			
Canned and refrigerated foods	9	11	10
Refrigerated foods	9	10	10
Fish	2	2	5
Other and unclassified	6	8	5
Chemicals and petroleum chemicals	-	1	-
Grains	43	-	2
Barley	21	-	-
Soy beans	22	-	2
Lumber and products	13	18	13
Boards and planks	3	2	1
Plywood, veneers, composition board	2	3	3
Pulpwood	7	10	9
Other and unclassified	-	3	-
Machinery and equipment	1	1	7
Agricultural machinery and implements	-	-	5
Automobiles, trucks, accessories and parts	-	-	2
Construction machinery and equipment	1	1	-
Manufactures of iron and steel	1	-	-
Angles, shapes and sections	1	-	-
Wires, bars and rods	1	-	-
Nitrates, phosphates and potash	5	5	6
Fishmeal	5	4	5
Nitrate of soda	-	2	-
Fertilizers, miscellaneous	-	-	1
Ores and metals	24	1	59
Ores	24	1	59
Copper	2	1	5
Lead	4	-	-
Zinc	18	1	53
Other agricultural commodities	29	46	35
Oilseeds	4	-	-
Sugar	25	46	35
Petroleum and petroleum products	-	-	5
Gasoline	-	-	5
Miscellaneous	134	93	76
Cement	1	-	-
Oil, vegetable	1	2	-
Paper and paper products	4	4	1
Containerized cargo	129	88	72
All other and unclassified	-	-	3
Total	259	176	213
WEST COAST OF SOUTH AMERICA TO CRISTOBAL, R P			
Canned and refrigerated foods	5	2	-
Refrigerated foods	5	2	-
Other and unclassified	5	2	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO CRISTOBAL, R.P.—Continued			
Petroleum and petroleum products	4	-	-
Gasoline	4	-	-
Miscellaneous	16	6	2
Containerized cargo	16	6	2
Total	25	8	2
WEST COAST OF SOUTH AMERICA TO WEST INDIES:			
Canned and refrigerated foods	24	23	10
Canned foods	9	3	-
Fish	9	3	-
Refrigerated foods	15	20	10
Bananas	-	-	4
Fish	2	6	-
Other and unclassified	13	15	6
Chemicals and petroleum chemicals	9	-	1
Chemicals	9	-	-
Chemicals, misc	9	-	-
Petroleum Chemicals	-	-	1
Chemicals, petro, misc	-	-	1
Grains	-	5	-
Wheat	-	5	-
Lumber and products	19	32	12
Boards and planks	7	23	9
Plywood, veneers, composition board	2	1	1
Other and unclassified	11	8	2
Machinery and Equipment	1	-	-
Construction machinery and equipment	1	-	-
Nitrates, phosphates and potash	-	-	7
Fishmeal	-	-	3
Nitrate of soda	-	-	4
Ores and metals	113	6	-
Ores	56	6	-
Copper	-	6	-
Other and unclassified	56	-	-
Metals	57	-	-
Iron	57	-	-
Other agricultural commodities	36	64	28
Sugar	36	64	28
Petroleum and petroleum products	155	258	391
Crude oil	106	152	276
Fuel oil, residual	-	50	50
Gasoline	49	56	65
Miscellaneous	160	95	62
Oil, fish	-	1	-
Paper and paper products	2	-	-
Containerized cargo	159	92	61
All other and unclassified	-	1	1
Total	517	483	510
WEST COAST OF SOUTH AMERICA TO EUROPE:			
Canned and refrigerated foods	489	448	483
Canned foods	11	-	-
Fruit	11	-	-

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO EUROPE—Continued			
Canned and refrigerated foods—Continued			
Refrigerated foods	477	448	483
Bananas	407	354	401
Fish	2	3	7
Fruit, excluding bananas	4	3	4
Other and unclassified	65	89	70
Chemicals and petroleum chemicals	29	-	-
Chemicals	27	-	-
Chemicals, misc	27	-	-
Petroleum chemicals	2	-	-
Chemicals, petro, misc	2	-	-
Grains	-	11	16
Soybeans	-	11	16
Lumber and products	41	104	175
Boards and planks	-	1	12
Plywood, veneers, composition board	-	2	10
Pulpwood	41	100	120
Other and unclassified	-	1	33
Manufactures of iron and steel	-	1	-
Other and unclassified	-	1	-
Minerals, miscellaneous	6	6	-
Borax	3	6	-
Soda and sodium compounds	3	-	-
Nitrates, phosphates and potash	107	53	173
Fishmeal	63	22	119
Nitrate of soda	17	31	54
Potash	28	-	-
Ores and metals	677	636	724
Ores	311	376	351
Chrome	-	15	-
Copper	183	172	195
Lead	297	252	266
Zinc	15	4	15
Other and unclassified	-	-	1
Metals	366	261	374
Copper	297	252	266
Lead	15	4	15
Tin, including tinplate	-	-	1
Zinc	54	5	91
Other agricultural commodities	26	-	11
Molasses	-	-	11
Oilseeds	1	-	-
Sugar	25	-	-
Petroleum and petroleum products	8	-	3
Jet fuel	8	-	-
Other and unclassified	-	-	3
Miscellaneous	343	318	327
Oil, fish	25	-	7
Oil, vegetable	14	8	1
Paper and paper products	-	8	56
Containerized cargo	297	302	261
All other and unclassified	6	-	4
Total	1,725	1,578	1,911

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Ton†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
WEST COAST OF SOUTH AMERICA TO AFRICA:			
Canned and refrigerated foods..	-	4	6
Refrigerated foods ..	-	4	6
Bananas ..	-	4	6
Nitrates, phosphates and potash ..	6	-	-
Potash ..	6	-	-
Ores and metals ..	15	17	28
Ores ..	15	13	4
Lead ..	2	-	4
Zinc ..	13	13	-
Metals ..	-	5	24
Lead ..	-	-	3
Zinc ..	-	5	21
Miscellaneous ..	-	3	-
Containerized cargo ..	-	3	-
Total ..	22	24	34
WEST COAST OF SOUTH AMERICA TO ASIA (MIDDLE EAST):			
Canned and refrigerated foods ..	33	27	42
Refrigerated foods ..	33	27	42
Bananas ..	33	27	42
Nitrates, phosphates and potash ..	12	10	-
Fishmeal ..	12	10	-
Other agricultural commodities ..	-	-	27
Sugar ..	-	-	27
Total ..	45	37	69
BALBOA, R P TO EAST COAST OF THE UNITED STATES:			
Other agricultural commodities ..	-	5	-
Sugar ..	-	5	-
Miscellaneous ..	-	-	2
Containerized cargo ..	-	-	2
Total ..	-	5	2
BALBOA, R P TO EAST COAST OF CENTRAL AMERICA:			
Petroleum and petroleum products ..	2	-	8
Crude oil ..	-	-	5
Diesel oil ..	2	-	1
Petroleum coke ..	-	-	2
Total ..	2	-	8
BALBOA, R P TO EAST COAST OF SOUTH AMERICA			
Ores and Metals ..	-	2	-
Metals ..	-	2	-
Scrap ..	-	2	-
Total ..	-	2	-
BALBOA, R P TO CRISTOBAL, R P :			
Petroleum and petroleum products ..	4	6	21
Crude oil ..	1	-	-
Diesel oil ..	2	-	16
Fuel oil, residual ..	1	6	1
Other and unclassified ..	-	-	3

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tonst)

	First Quarter, Fiscal Year		
	2000	1999	1998
BALBOA, R.P. TO CRISTOBAL, R.P.—Continued			
Miscellaneous	-	1	2
All other and unclassified	-	1	2
Total	4	7	23
HAWAII TO EAST COAST OF THE UNITED STATES			
Canned and Refrigerated Foods	2	-	-
Refrigerated Foods	2	-	-
Other and unclassified	2	-	-
Total	2	-	-
HAWAII TO CRISTOBAL, R.P			
Ores and Metals	3	-	-
Metals	3	-	-
Other and unclassified	3	-	-
Total	3	-	-
OCEANIA TO EAST COAST OF THE UNITED STATES			
Canned and refrigerated foods	126	106	67
Canned foods	-	-	1
Fruit	-	-	1
Refrigerated foods	126	106	67
Fish	1	2	2
Meat	29	22	10
Other and unclassified	96	83	55
Chemicals and petroleum chemicals	62	-	31
Chemicals	62	-	1
Chemicals, misc	62	-	1
Petroleum chemicals	-	-	31
Benzene	-	-	31
Lumber and products	6	-	1
Pulpwood	6	-	1
Manufactures of iron and steel	117	69	69
Angles, shapes and sections	61	-	-
Plates, sheets and coils	56	3	3
Wires, bars and rods	-	22	58
Other and unclassified	-	44	9
Ores and metals	31	75	80
Ores	27	54	80
Alumina/bauxite	-	-	9
Lead	13	-	5
Manganese	6	-	7
Zinc	8	-	11
Other and unclassified	-	54	49
Metals	4	22	-
Aluminum	-	22	-
Lead	4	-	-
Other agricultural commodities	32	150	104
Cocoa and cacao beans	-	5	-
Molasses	32	125	99
Sugar	-	20	6
Petroleum and petroleum products	-	31	-
Crude oil	-	31	-
Miscellaneous	65	68	65
Paper and paper products	-	4	1
Containerized cargo	50	63	64
All other and unclassified	15	-	-
Total	441	499	418

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
OCEANIA TO EAST COAST OF CANADA:			
Canned and refrigerated foods	1	1	-
Refrigerated foods	1	1	-
Other and unclassified	1	1	-
Manufactures of iron and steel	-	35	2
Wires, bars and rods	-	17	2
Other and unclassified	-	17	-
Ores and metals	1	29	24
Ores	1	29	24
Alumina/bauxite	-	8	13
Copper	-	-	9
Other and unclassified	1	21	3
Other agricultural commodities	104	228	278
Sugar	104	228	278
Miscellaneous	1	-	-
Containerized cargo	1	-	-
Total	107	292	304
OCEANIA TO EAST COAST OF CENTRAL AMERICA:			
Canned and refrigerated foods	1	1	2
Refrigerated foods	1	1	2
Dairy products	-	-	1
Other and unclassified	1	1	1
Miscellaneous	2	1	2
Containerized cargo	2	1	2
Total	2	2	4
OCEANIA TO EAST COAST OF SOUTH AMERICA:			
Canned and refrigerated foods	5	12	17
Canned foods	-	11	5
Milk	-	11	5
Refrigerated foods	5	1	12
Dairy products	5	-	9
Fish	-	-	2
Other and unclassified	-	1	-
Machinery and Equipment	-	2	-
Construction machinery and equipment	-	1	-
Ores and metals	3	-	-
Metals	3	-	-
Copper	3	-	-
Total	8	14	17
OCEANIA TO CRISTOBAL, R P			
Total	-	-	1
OCEANIA TO WEST INDIES			
Canned and refrigerated foods	8	27	17
Canned foods	-	1	-
Milk	-	1	-
Refrigerated foods	8	26	17
Dairy products	-	1	2
Fish	-	11	4
Other and unclassified	8	14	11

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Ton†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
OCEANIA TO WEST INDIES—Continued			
Manufactures of iron and steel.....	10	29	-
Plates, sheets and coils	10	3	-
Other and unclassified.....	-	26	-
Miscellaneous.....	6	8	10
Containerized cargo.....	6	8	10
Total.....	24	65	27
OCEANIA TO EUROPE:			
Canned and refrigerated foods	33	50	38
Refrigerated foods.....	33	50	38
Dairy products	28	19	20
Fish	-	21	-
Fruit, excluding bananas	5	9	18
Other agricultural commodities	99	108	75
Copra and coconuts	2	3	-
Oilseeds	5	-	-
Sugar	92	105	75
Miscellaneous	-	2	3
Oil, coconut	-	-	3
Oil, vegetable	-	2	-
Containerized cargo	-	-	1
Total	132	161	117
OCEANIA TO AFRICA			
Canned and refrigerated foods	-	6	2
Canned foods	-	3	-
Milk	-	3	-
Refrigerated foods	-	3	2
Dairy products	-	3	2
Total	-	6	2
OCEANIA TO ASIA (MIDDLE EAST)			
Canned and refrigerated foods	-	-	4
Refrigerated foods	-	-	4
Meat	-	-	4
Total	-	-	4
ASIA TO EAST COAST OF THE UNITED STATES			
Canned and refrigerated foods	45	38	34
Refrigerated foods	45	38	34
Fish	1	-	-
Meat	2	-	-
Other and unclassified	42	38	34
Chemicals and petroleum chemicals	163	255	120
Chemicals	125	201	111
Caustic soda	-	-	1
Chemicals, misc	125	201	109
Petroleum chemicals	39	54	10
Benzene	38	31	1
Toluene	-	5	-
Chemicals, petro, misc	1	18	9

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
ASIA TO EAST COAST OF THE UNITED STATES—Continued			
Coal and coke (excluding petroleum coke)	814	673	888
Coal	41	-	85
Coke	773	673	804
Grains	-	-	19
Rice	-	-	19
Lumber and products	138	124	105
Boards and planks	16	5	-
Plywood, veneers, composition board	122	119	89
Other and unclassified	-	-	16
Machinery and equipment	353	299	280
Agricultural machinery and implements	-	3	7
Automobiles, trucks, accessories and parts	322	237	254
Construction machinery and equipment	20	53	19
Electrical machinery and apparatus	4	-	-
Other and unclassified	7	5	-
Manufactures of iron and steel	951	2,200	506
Angles, shapes and sections	78	158	-
Nails, tacks and spikes	1	-	-
Plates, sheets and coils	544	1,260	198
Tubes, pipes and fittings	38	131	58
Wires, bars and rods	30	105	55
Other and unclassified	260	547	195
Minerals, miscellaneous	-	1	-
Soda and sodium compounds	-	1	-
Nitrates, phosphates and potash	15	-	21
Ammonium compounds	15	-	-
Phosphates	-	-	21
Ores and metals	398	634	982
Ores	364	412	906
Alumina/bauxite	15	119	106
Copper	-	10	-
Lead	4	1	-
Manganese	33	12	3
Zinc	11	-	-
Other and unclassified	300	271	797
Metals	34	222	75
Aluminum	-	58	16
Iron	-	115	53
Lead	15	19	-
Tin, including tin-plate	3	1	-
Zinc	9	22	3
Other and unclassified	7	8	3
Other agricultural commodities	36	15	51
Cocoa and cacao beans	16	11	4
Coffee, raw and processed	3	-	-
Copra and coconuts	-	-	31
Rubber, raw	18	4	-
Sugar	-	-	16
Petroleum and petroleum products	17	129	34
Crude oil	-	-	34
Lubricating oil	-	1	-
Petroleum coke	17	128	-
Miscellaneous	2,162	1,864	1,411
Cement	403	196	-
Marble and stone	20	-	-
Oil, coconut	11	48	18
Oil, vegetable	4	25	43

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tonst)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
ASIA TO EAST COAST OF THE UNITED STATES—Continued			
Miscellaneous—Continued			
Paper and paper products	-	9	1
Rubber, manufactured	7	5	4
Slag, clinkers and dross	40	35	-
Wax, paraffin	13	17	11
Containerized cargo	1,578	1,474	1,261
All other and unclassified	86	56	72
Total	<u>5,093</u>	<u>6,231</u>	<u>4,450</u>
ASIA TO EAST COAST OF CANADA			
Canned and refrigerated foods	6	7	8
Refrigerated foods	<u>6</u>	<u>7</u>	<u>8</u>
Fish	5	3	6
Other and unclassified	2	4	2
Coal and coke (excluding petroleum coke)	<u>52</u>	<u>26</u>	<u>50</u>
Coal	-	26	23
Coke	52	-	27
Machinery and equipment	<u>2</u>	<u>2</u>	<u>1</u>
Automobiles, trucks, accessories and parts	-	-	1
Construction machinery and equipment	2	2	-
Manufactures of iron and steel	<u>203</u>	<u>70</u>	<u>6</u>
Angles, shapes and sections	22	21	-
Plates, sheets and coils	141	48	6
Tubes, pipes and fittings	4	-	-
Other and unclassified	36	1	-
Ores and metals	<u>16</u>	<u>48</u>	<u>115</u>
Ores	<u>16</u>	<u>48</u>	<u>75</u>
Alumina/bauxite	-	-	29
Copper	-	-	11
Other and unclassified	16	48	35
Metals	-	-	40
Other and unclassified	-	-	40
Petroleum and Petroleum Products	-	8	-
Asphalt	-	8	-
Miscellaneous	<u>21</u>	<u>40</u>	<u>21</u>
Containerized cargo	17	40	21
All other and unclassified	4	-	-
Total	<u>300</u>	<u>200</u>	<u>200</u>
ASIA TO EAST COAST OF CENTRAL AMERICA			
Canned and refrigerated foods	12	7	9
Refrigerated foods	<u>12</u>	<u>7</u>	<u>9</u>
Other and unclassified	12	7	9
Chemicals and petroleum chemicals	<u>8</u>	<u>41</u>	<u>25</u>
Chemicals	3	30	22
Chemicals, misc	3	30	22
Petroleum chemicals	6	11	3
Benzene	6	5	3
Chemicals, petro, misc	-	6	-
Grains	-	-	17
Corn	-	-	17
Lumber and products	-	-	1
Other and unclassified	-	-	1
Machinery and equipment	<u>2</u>	<u>4</u>	<u>3</u>
Automobiles, trucks, accessories and parts	2	-	1
Construction machinery and equipment	-	3	2

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
ASIA TO EAST COAST OF CENTRAL AMERICA—Continued			
Manufactures of iron and steel	76	67	12
Angles, shapes and sections	3	-	1
Plates, sheets and coils	46	17	-
Tubes, pipes and fittings	10	4	10
Wire, bars and rods	-	5	-
Other and unclassified	17	42	-
Nitrates, phosphates and potash	-	-	6
Ammonium compounds	-	-	6
Ores and metals	11	18	33
Ores	7	18	33
Alumina/bauxite	1	9	-
Manganese	6	-	-
Other and unclassified	-	8	33
Metals	4	-	-
Zinc	4	-	-
Other agricultural commodities	2	-	-
Rubber, raw	2	-	-
Miscellaneous	388	314	305
Oil, coconut	-	3	5
Oil, vegetable	-	-	4
Wax, paraffin	-	2	-
Containerized cargo	381	300	296
All other and unclassified	7	9	-
Total	499	449	410
ASIA TO EAST COAST OF SOUTH AMERICA:			
Chemicals and petroleum chemicals	2	-	-
Chemicals	2	-	-
Chemicals, misc	2	-	-
Machinery and equipment	26	22	13
Agricultural machinery and implements	3	1	-
Automobiles, trucks, accessories and parts	15	17	12
Construction machinery and equipment	3	1	1
Other and unclassified	5	4	-
Manufactures of iron and steel	37	67	12
Angles, shapes and sections	3	11	-
Nails, tacks and spikes	-	-	4
Plates, sheets and coils	24	38	2
Tubes, pipes and fittings	-	2	6
Wires, bars, and rods	-	5	-
Other and unclassified	10	11	-
Minerals, miscellaneous	3	9	-
Soda and sodium compounds	3	9	-
Nitrates, phosphates and potash	1	1	-
Phosphates	1	1	-
Ores and metals	12	6	75
Ores	10	2	72
Alumina/bauxite	1	-	-
Other and unclassified	10	2	72
Metals	1	4	3
Tin, including tinplate	1	4	1
Other and unclassified	-	-	2
Other agricultural commodities	-	6	-
Beans, edible	-	6	-
Miscellaneous	26	21	18
Oil, coconut	-	-	1
Oil, vegetable	-	-	11

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tons†)

	First Quarter, Fiscal Year		
	2000	1999	1998
ASIA TO EAST COAST OF SOUTH AMERICA—Continued			
Miscellaneous—Continued			
Paper and paper products	-	2	-
Rubber, manufactured	-	1	-
Wax, paraffin	-	1	-
Containerized cargo	23	14	-
All other and unclassified	3	3	6
Total	107	132	119
ASIA TO CRISTOBAL, R.P.:			
Canned and refrigerated foods	-	-	1
Refrigerated foods	-	-	1
Other and unclassified	-	-	1
Lumber and products	-	1	-
Plywood, veneers, composition board	-	1	-
Machinery and equipment	1	1	-
Automobiles, trucks, accessories and parts	1	1	-
Construction machinery and equipment	-	1	-
Manufactures of iron and steel	30	21	1
Angles, shapes and sections	3	-	-
Plates, sheets and coils	7	9	-
Tubes, pipes and fittings	-	1	1
Other and unclassified	20	11	-
Miscellaneous	14	15	48
Containerized cargo	14	15	48
Total	45	38	51
ASIA TO WEST INDIES			
Canned and refrigerated foods	2	7	1
Refrigerated foods	2	7	1
Fish	-	3	-
Other and unclassified	2	4	1
Chemicals and petroleum chemicals	-	1	6
Chemicals	-	1	3
Chemicals, misc	-	1	3
Petroleum chemicals	-	-	3
Benzene	-	-	3
Grains	76	139	41
Rice	75	139	41
Soybeans	1	-	-
Lumber and products	-	5	-
Plywood, veneers, composition board	-	4	-
Machinery and equipment	51	68	58
Automobiles, trucks, accessories and parts	49	66	58
Construction machinery and equipment	1	1	-
Motorcycles, bicycles and parts	-	1	-
Other and unclassified	1	-	-
Manufactures of iron and steel	62	26	8
Angles, shapes and sections	15	-	1
Plates, sheets and coils	10	16	1
Tubes, pipes and fittings	6	-	2
Wires, bars and rods	9	6	-
Other and unclassified	22	4	3
Minerals, miscellaneous	1	-	-
Soda and sodium compounds	1	-	-
Ores and metals	4	5	15
Ores	-	-	10
Other and unclassified	-	-	10

**Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)**
(Thousands of Long Tons†)

	<i>First Quarter, Fiscal Year</i>		
	2000	1999	1998
ASIA TO WEST INDIES—Continued			
Ores and metals—Continued			
Metals	4	5	5
Iron	-	-	5
Lead	1	-	-
Tin, including tinplate	2	5	-
Other agricultural commodities	3	-	-
Cotton, raw	3	-	-
Petroleum and petroleum products	30	-	-
Gasoline	28	-	-
Petroleum coke	1	-	-
Miscellaneous	131	120	105
Bricks and tile	-	-	3
Cement	14	-	-
Glass and glassware	1	2	-
Oil, vegetable	-	-	6
Paper and paper products	-	1	2
Resin	2	-	-
Wax, paraffin	1	1	-
Containerized cargo	100	104	89
All other and unclassified	13	12	6
Total	359	371	234
ASIA TO EUROPE:			
Canned and refrigerated foods	4	7	52
Refrigerated foods	4	7	52
Fish	3	7	51
Other and unclassified	1	1	1
Chemicals and petroleum chemicals	5	30	63
Chemicals	5	24	22
Chemicals, misc	5	24	22
Petroleum chemicals	-	5	41
Benzene	-	3	29
Chemicals, petro, misc	-	2	13
Coal and coke (excluding petroleum coke)	-	3	30
Coal	-	-	22
Coke	-	3	8
Grains	-	11	-
Rice	-	11	-
Lumber and Products	1	-	-
Plywood, veneers, composition board	1	-	-
Machinery and equipment	18	4	10
Agricultural machinery and implements	-	-	2
Automobiles, trucks, accessories and parts	12	4	8
Machinery and equipment— Continued			
Construction machinery and equipment	4	-	-
Other and unclassified	2	-	-
Manufactures of iron and steel	-	7	13
Tubes, pipes and fittings	-	7	13
Ores and metals	1	-	-
Other agricultural commodities	-	-	2
Copra and coconuts	-	-	2
Petroleum and petroleum products	-	4	3
Lubricating oil	-	4	3
Miscellaneous	37	9	52
Marble and stone	1	-	-
Wax, paraffin	9	-	-

Table No. 11— Important Commodity Shipments over Principal Trade Routes
Pacific to Atlantic (Continued)
(Thousands of Long Tonst)

	First Quarter, Fiscal Year		
	2000	1999	1998
ASIA TO EUROPE — Continued			
Miscellaneous— Continued			
Containerized cargo	23	9	51
All other and unclassified	4	-	2
Total	66	75	226
ASIA TO AFRICA			
Canned and refrigerated foods	1	-	-
Refrigerated foods	1	-	-
Fish	1	-	-
Miscellaneous	-	1	1
All other and unclassified	-	1	1
Total	2	1	1
ASIA TO ASIA (MIDDLE EAST)			
Coal and coke (excluding petroleum coke)	-	-	17
Coke	-	-	17
Manufactures of iron and steel	-	9	-
Plates, sheets and coils	-	9	-
Total	-	9	17

Data given in thousands are subject to rounding differences. Note that commodities with tonnages less than 500 long tons are not shown, however, their tonnage is included in the route totals. Routes with tonnages less than 500 long tons are not shown.

Table No. 12— Principal Canal Commodities by Direction
First Quarter, Fiscal Year 2000
 (Long Tons)

<i>Commodity</i>	<i>Atlantic to Pacific</i>	<i>Pacific to Atlantic</i>	<i>Total</i>
Ammonium compounds	51,363	15,246	66,609
Asphalt	36,055	-	36,055
Automobiles, trucks, accessories and parts	209,453	406,874	616,327
Bananas	41,993	484,952	526,945
Barley	33,653	29,865	63,518
Beans, edible	2,009	2,860	4,869
Benzene	77,736	63,706	141,442
Borax	-	87,915	87,915
Bricks and tile	140	-	140
Canned food products	3,246	11,363	14,609
Carbon black	-	11,375	11,375
Caustic soda	174,485	-	174,485
Cement	6,847	424,298	431,145
Chemicals, petroleum various	600,468	6,824	607,292
Chemicals, various	1,843,179	537,497	2,380,676
Clay, fire and china	276,477	-	276,477
Coal and coke (excluding petroleum coke)	434,869	1,807,853	2,242,722
Cocoa and cacao beans	-	15,680	15,680
Coffee	-	2,980	2,980
Coke, petroleum	153,081	496,453	649,534
Containerized cargo	4,054,754	3,832,165	7,886,919
Corn	5,481,582	-	5,481,582
Cotton, raw	-	2,843	2,843
Fertilizers, various	1,634,092	4,743	1,638,835
Fibers, plant	16,232	-	16,232
Fishmeal	9,861	81,523	91,384
Flour, wheat	54,517	2,598	57,115
Gasoline	682,449	183,543	865,992
Glass and glassware	2	1,070	1,072
Grains, various	186,205	15,571	201,776
Groceries, various	6,293	11,483	17,776
Jet fuel	304,613	16,433	321,046
Kerosene	2,000	24,850	26,850
Liquefied gas	426,683	623	427,306
Liquors and wines	-	3,320	3,320
Lumber and products (excluding pulpwood)	1,214,911	378,802	1,593,713
Machinery, agricultural	9,946	3,368	13,314
Machinery, construction	17,129	33,725	50,854
Machinery, electrical	5,494	6,798	12,292
Machinery, various	3,643	14,305	17,948
Manufactures of iron and steel	960,887	2,108,811	3,069,698
Marble and stone	124,572	21,726	146,298
Metal, aluminum	154,088	-	154,088
Metal, copper	2,272	488,651	490,923
Metal, iron	72,804	67,063	139,867
Metal, lead	-	55,135	55,135

Table No. 12— Principal Canal Commodities by Direction (Continued)
First Quarter, Fiscal Year 2000
 (Long Tons)

<i>Commodity</i>	<i>Atlantic to Pacific</i>	<i>Pacific to Atlantic</i>	<i>Total</i>
Metal, zinc	-	55,135	55,135
Metal, scrap	664	103,475	104,139
Metals, various (including tinplate)	117,311	-	117,311
Molasses.....	13,962	18,782	32,744
Nitrate of soda	4,487	129,356	133,843
Oats	6,982	46,985	53,967
Oil, coconut	12,431	5,376	17,807
Oil, crude	2,461	13,483	15,944
Oil, diesel	836,331	1,162,021	1,998,352
Oil, fish	639,485	51,533	691,018
Oil, lubricating	-	38,091	38,091
Oil, residual fuel	90,807	38,213	129,020
Oil, vegetable	631,474	50,944	682,418
Oilseeds	103,292	49,811	153,103
Ore, alumina/bauxite.....	118,403	19,135	137,538
Ore, copper	86,837	16,829	103,666
Ore, iron	11,081	246,924	258,005
Ore, lead	-	23,150	23,150
Ore, manganese	14,726	33,597	48,323
Ore, tin	-	45,805	45,805
Ore, zinc	7,427	182,280	189,707
Ores, various	118,561	391,147	509,708
Paper and paper products	172,263	137,988	310,251
Peas, dry	-	6,637	6,637
Petroleum products, various	424,473	10,562	435,035
Phosphates	781,409	1,463	782,872
Potash	39,152	64,521	103,673
Pulpwood	270,938	491,071	762,009
Refrigerated food products (excluding bananas)	413,629	668,196	1,081,825
Resin	3,062	5,966	9,028
Rice	39,847	107,929	147,776
Rubber, manufactured	170	7,089	7,259
Rubber, raw	1,561	19,579	21,140
Salt	3,482	1,470,414	1,473,896
Slag, clinkers and dross	27,013	39,663	66,676
Soda and sodium compounds	5,436	143,294	148,730
Sorghum	290,523	-	290,523
Soybeans	3,551,278	23,410	3,574,688
Sugar	-	371,467	371,467
Sulfur	1,958	424,821	426,779
Tallow	19,134	8,810	27,944
Toulene	25,877	-	25,877
Wax, paraffin	410	22,484	22,894
Wheat	564,355	302,501	866,856
All other	286,710	259,502	546,212
TOTAL	29,109,485	19,019,194	48,128,679

TABLE N° 13 MAJOR VOYAGE TRADE ROUTES IN CANAL TRAFFIC

Trade Route	1st Quarter, FY 2000			1st Quarter, FY 1999			Percent	
	PC/UMS	Long Tons	Cargo	PC/UMS	Long Tons	Cargo	Increase or (Decrease)	
	Net Tons *			Net Tons *			PC/UMS	Long Tons
							Net Tons *	Cargo
				(In thousands of tons [†])				
East Coast U.S. - Asia	17,300	14,558		19,422	20,994		(10.9%)	(30.7%)
East Coast U.S. - West Coast South America	5,178	5,100		5,489	4,697		(5.7%)	8.6%
Round-the-World	5,982	6,305		4,158	2,905		43.9%	117.0%
Europe - West Coast South America	3,298	2,478		3,661	2,444		(9.9%)	1.4%
Europe - Asia	3,275	1,970		3,414	2,110		(4.1%)	(6.7%)
Europe - West Coast United States/Canada	2,526	2,647		2,617	3,564		(3.5%)	(25.7%)
East Coast United States - West Coast Central America	2,460	1,856		2,399	1,348		2.5%	37.7%
South America Intercoastal	1,459	1,497		1,722	1,605		(15.3%)	(6.7%)
West Indies - West Coast Central America	2,080	659		2,227	540		(6.6%)	22.2%
U.S. Intercoastal (including Alaska and Hawaii)	1,473	717		1,160	748		27.0%	(4.1%)
East Coast United States/Canada - Oceania	1,074	1,117		1,004	1,190		7.0%	(6.1%)
East Coast South America - West Coast United States/Canada	1,422	913		1,269	1,119		12.0%	(18.4%)
Sub-Total	47,526	39,818		48,541	43,265		(2.1%)	(8.0%)
All Other Routes	10,316	8,311		10,859	9,011		(5.0%)	(7.8%)
Total	57,842	48,129		59,400	52,276		(2.6%)	(7.9%)

* The new tonnage measurement system for Panama Canal tolls assessment, the Panama Canal/Universal Measurement System (PC/UMS), became effective October 1, 1994 (the start of Fiscal Year 1995). For vessels with a transit prior to October 1, 1994, the tonnage value under the new PC/UMS system is identical to that determined under the old measurement system.

† Data given in thousands is subject to rounding differences.

Table 14.- Water Supply and Usage

	1st Quarter, Fiscal Year		1st Quarter, Fiscal Year	
	2000	1999	2000	1999
	(Million Cubic-Meters)		(Percent of usage)	
MADDEN AND GATUN LAKE WATER SUPPLY				
Total runoff, Madden Lake Basin	1,444	847		
Evaporation from Madden Lake	(10)	(10)		
Available for Madden Lake usage	1,434	837		
Municipal water use Madden Lake	(43)	(42)		
Available for downstream usage	1,391	795		
Total runoff, Gatun Lake (area below Madden)	1,975	1,332		
Subtotal	3,366	2,127		
Evaporation from Gatun Lake	(85)	(91)		
Available for Gatun watershed usage	3,281	2,036		
MADDEN LAKE WATER USAGE:				
Hydroelectric power	651	390	47.8%	58.2%
Leakage	5	5	0.4%	0.7%
Spillway discharge	661	233	48.6%	34.8%
Municipal	43	42	3.2%	6.3%
Total Madden Lake usage	1,360	670	100.0%	100.0%
GATUN LAKE WATER USAGE:				
Hydroelectric power	957	706	31.1%	40.6%
Lockages, Gatun and Pedro Miguel	627	644	20.4%	37.1%
Municipal and other usage	36	36	1.2%	2.1%
Spillway discharge	1,453	352	47.3%	20.2%
Total Gatun Lake usage	3,073	1,738	100.0%	100.0%

	Date	Elevation (meters)	Storage (Million Cubic Meters)	Date	Elevation	Storage (meters)	Storage Change (Million Cubic Meters)
Gatun Lake	09/30/1999	26.46		12/31/1999	26.79	5,545	132
Madden Lake	09/30/1999	75.79	749	12/31/1999	77.29	824	75
							207

Table 15.-Electrical Power Generated
(Gigawatt hours)¹

	<i>Fiscal Year</i>		
	<i>1st Quarter</i>		
	2000 ³	1999	1998
Generation:			
Gatun Hydro station	49	104	2
Madden hydro station	66	196	99
Thermal generating stations	17	125	444
Gross generated by Panama Canal Commission	133	425	545
Less station service usage.....	(1)	(7)	(13)
Net total generated by Panama Canal Commission	132	418	532
Power Purchase:			
Through interconnections from Panama	0	0	0
Net Energy received from Wheeling	8	32	24
Power Sales:			
Through interconnections to Panama	(46)	(71)	(118)
Net power generated and purchased for Canal area only	86	379	438
Other power generated by military for own use	0	0	4
Total Canal area demand	86	379	442
Power distributed to Commission's customers.....	78	360	425
Transmission and Distribution losses	8	19	17
Peak load (thousands of kilowatts)	46.09	67.82	70.56
Date of peak load	10/15/1999	#####	#####
Canal area load factor ²	85%	64%	72%

¹ One gigawatt hour equal to 1 million kilowatt hours.

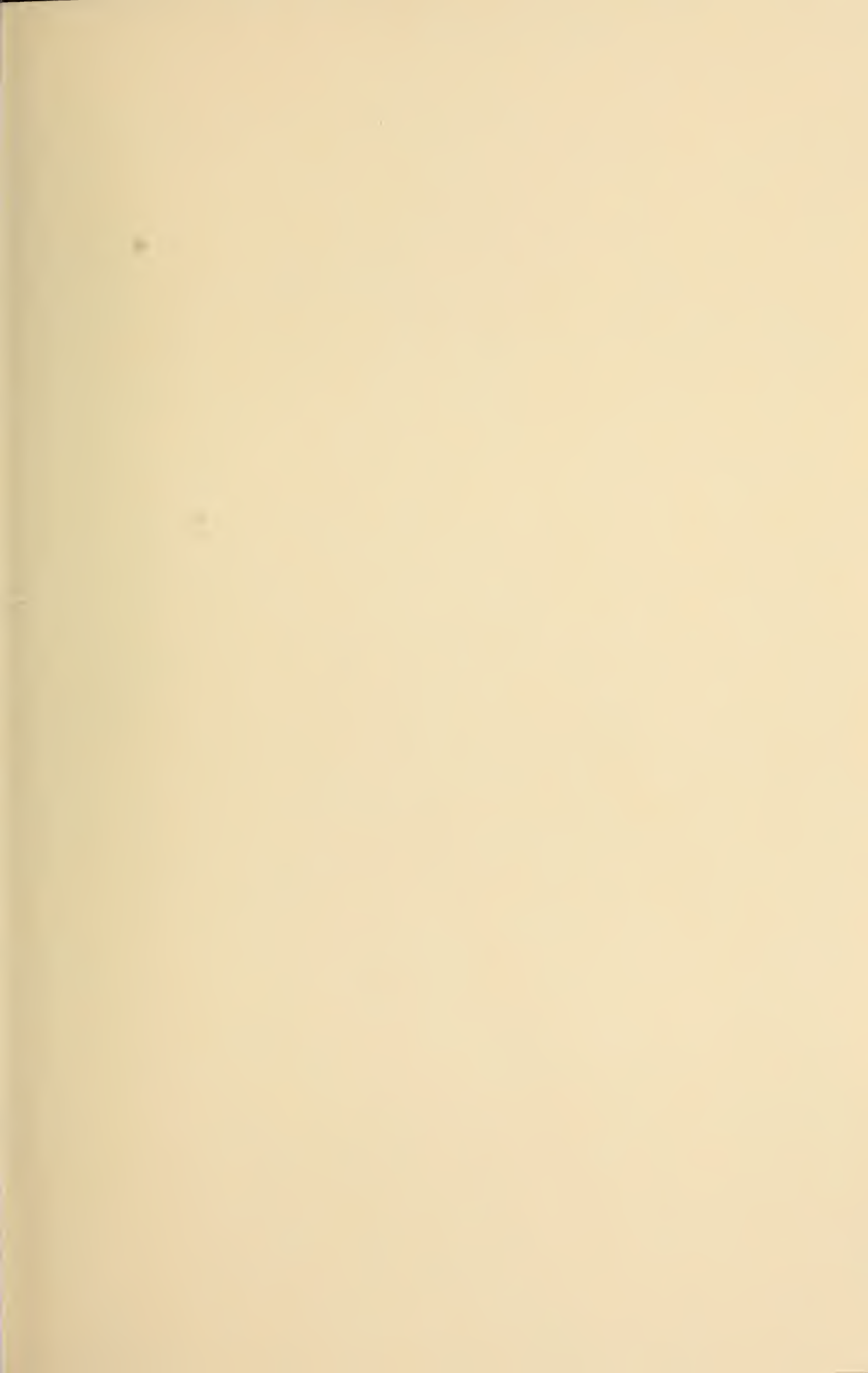
² times peak load.

³ It includes October, November and December of 1999

Total Canal area energy demand during the first quarter of FY 2000 was 86 gigawatt hours. The peak hourly demand of 467.09 megawatts reached on October 15, 1999 shows a thirty - two percent reduction from the 67.82 megawatts recorded last year. Electrical power consumed for Commission operation was 25 gigawatt hours, the same amount as the previous year.







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